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IT IS INCOMPARABLE! REAL MACKENZIE, per Case of 1 Dozen 8 1 gall. Stone Jars...

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ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS. BRASS AND IRON FOUNDERS. COAST AND RIVER STEAMERS. STEAM WATER BOATS, LIGHTERS. TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS TOOLS OF EVERY DESCRIPTION. ENGINE & SHIPBUILDING WORKS OFFICES & BALES ROOMS, KOWLOOK BAT. 0 & 62 Dre Vour ROLD CENTRAL W. S. BAILEY, M.I.M.B. E. O. MURPHY, WH. SO., A.I.M.E.

CONTRACTORS FOR ALE-RINDS OF ENGINEERING WORK. ETANS SEEDIES CANONS AND PERTIES. ONSULTING AND SUPERINTENDING ENGINEERS AND SUBVEYORS.

SUMMER

REDUCTIONS FOR CASH.

& CO., OUTFITTERS, &c.

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ASK FOR AND SEE THAT YOU GET

THE ORIGINAL "CROWN BRAND" GINGER BEER. STONE

WATKINS, LIMITED.

DRESSELHUYS & NIETWENHUYSEN'S DUTCH CIGARS.

> MADE FROM THE MILDEST AND FINEST HAVANAH, DELI (SUMATRA) TOBACCOS.

SOLE IMPORTERS-

HOTZ, S'JACOB & CO.

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the LATEST IMPROVED

MACHINES

AT NO 3A, WYNDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE. INTO THE HOTEL.

We Manufacture Sowing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN FREE OF CHARGE..

Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE in part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES MADE IN GERMANY.

THE SINGER MANUFACTURING CO.

(OFFICES IN EVERY CITY IN THE WORLD.) Hongkong, 22nd July, 1902.

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TRADE

PLATES, PAPERS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & CO., 174. QUEEN'S ROAD, HONGKONG.

PURE TREBLE-DISTILLED WATER ONLY IS USED IN THE MANUFACTURE OF ALL THE AQUARIUS

M COMPANY'S WATERS. W "STONE BOTTLED GINGER BEER" Telephone 75.

A FRESH SUPPLY JUST LANDED. SPECIALLY BREWED BY THE AQUARIUS COMPANY.

SOLE AGENTS-

CALDBECK, MACGREGOR & CO. Hongkong, 30th July, 1902.

TT IS HEREBY NOTIFIED that the WATER SUPPLY to the Hill District, with the exception of Barker Road and Magazine Gap, will be CUT OFF between the hours of 10 A.M. and 3 P.M., on WEDNES. DAY, the 20th instant, to admit of aiterations to the main. Should the weather be unfavourable for performing the necessary work on that date, the cutting off will be postponed until Approved, the first spitable day.

W. CHATHAM.

Water Anthority.

Hongkong, 16th August 1902.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS,

TATITH reference to the sunken Junk VV mentioned in Local Notice to Maripers No. 61, a careful search has been made in the vicinity and no trace of the wreck can be found. L. A. BYWORTH. Harbour Master.

F. A. MORGAN. Commissioner of Customs. Water Authority. et 1902. [22]4 Custom House, Canton, 16th August, 1902.

MARTELL'S BRANDIES

ARE KNOWN ALL OVER THE WORLD.

SOLE AGENTS-H. PRICE & CO.,

12, Queen's Road.

HOTELS. HONGKONG LIOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms. Dining Accommodation for 250 persons

Hydraulie Elevators to every floor.

Culsine of the best. Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms,

Wines, &c., cooled by Refrigorator. All Hotel Linen washed on the premises by

Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor

CHARGE MODERATE.

1840

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PEAK HOTEL.

Admiraby Situated. Sheltered from he North-East Monsoon and Open to the South-West Mons on.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS

Telephone No. 29. Town Office: 7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

DEUNKET'S GAP, The PEAK, near the Tram Terminus. Tel. 56.

For Terms, apply to the

MANAGER. Hongkong, 2nd July, 1900.

THE CONNAUGHT

FIRST CLASS HOTEL of 15 Bed-The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention pald to the Comfort of

Cuisine excellent; under Experienced Ma-Terms Moderate. F. D' A. SILVA, Manager. Hongkong, 23rd May, 1902.

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

PAPERS

AND CHEMICALS

HAS been re-opened under Furopeau management and most strict supervision as to food, cleanliness, and bygiene of the place.

All comforts of a home. A most pleasant retreat for those desirous of

few days reet and quiet. Comfortable accommedation for travellers paying a visit to the historical and picturesque colony of Macso.

Mecao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton; give easy communication with both these centres. Cable Address-" BOAVISTA."

For Terms, apply to HING KEE HOTEL.

(ESTABLISHED 1873) MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRANA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms, Cuisine Excellent. Prompt Attendance.

Terms very Moderate. L. HING KEE, Proprieter. Telegraphic address "HINGKER" [a1849]

VICTORIA HOTEL, SHAMEEN, CANTON. BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cogine Every Convenience for Tourists. T. F. DA CRUZ, Manager. Canton, let October, 1901



brought into China. The matter

formerly the imposts amounted to \$200.

Now the fifth of the additional articles

to the Chefoo Agreement, above mentioned,

reads as follows: "The Chinese Govern-

ment undertakes that when the packages

shall have been opened at the place of

"consumption the opium shall not be

subjected to any tax or contribution,

direct or indirect, other than or in excess

"of such tax or contribution as is or may

Canton, Swatow and other coast places

are the treaty ports to which the opium

passes through Hongkong, but they are

not of course the places of consumption

of all the opium sent to them. The pack-

ages of foreign opium are opened at the

shops and opium-divans at the various

inland towns, etc., where the drug is sold

therefore by the treaty clause to which we

have referred should be equally taxed. To

charge an additional tax on the foreign

drug at Canton, Swatow, and other ports is

contrary to the treaty. But naturally the

Chinese Government would find it of

enormous difficulty to levy the tax at places.

of consumption and on the native as well

as the foreign drug. Very little money

would be likely to reach Peking after

I deducting the provincial "squeezes" and

(except in so far as Great Britain is likely

to interfere on treaty grounds) to levy a

double tax on the foreign drug, while we

do not know that the duties on the native

production have actually been raised

There can be no doubt that a violation of

the 1885 Convention has been committed,

and now when a new treaty is being

negotiated it is time to take note of the fact

and come to a definite agreement in the

matter. If China is to differentiate in the

way described above against the foreign,

that is the British-grown, drug, let us have

tacit violation of a treaty without protest

from the losing party can only have a bad

H.M.S. Rinaldo went out on a cruise

The visitors to the City Hell Library and

Museum last week were 161 non-Chinese and

40 Chinese to the former, and 51 non-Chinese

We have received a copy of the "Anunal

Review" issued by the Daily Commercial News

of San Francisco. It is well printed and

extensively illustrated, and is a very comple to

record of the trade and development of San

Admiral Borresen and Commauder Rosenguist

of the Norwegian Navy, have both been sentenced

by a court-martial to 20 days' imprisonment and

fine of £30 for having shown negligence

recent naval mancouvres, whereby the ironclad

The first prize at the St. Louis Exposition

sirship contest will be £20,000. The competi-

tion is over a ten miles "L"-shaped course at

more than twenty miles an honr; £10,000 is

offered in minor prizes. Each competitor pays

\$250 which is refunded when an apparatus

considered satisfactory by the committee has

Mr. Arthur Manuers had a narrow escape

vesterday afternoon at about 3.30. He was going

across to Kowloon by the launch when he

accidentally fell overboard, and in doing so

struck his head against the eide of the boat.

The blow stunned Mr. Manners, and Mr. E.R.

John, seeing his condition, jumped overboard

The crew of H.M.S. Orlando, on their arrival

commission on the China Station, were

at Portsmouth to pay off after serving a

presented with the Medal for the China war,

the decorations being distributed by Mrs.

Colomb, wife of Admiral Colomb. Their son,

Commander Philip H. Colomb, is in command

of the vessel, Captain J. H. T. Burke, C.B.

The death of the afflicted Earl of Arundel

gives a pathetic added interest to the

great Roman Catholic Cathedral which the

was originally designed, in the Dake's own

phrase, as "a thank-offering to God after my

most happy marriage." But when the nave

was completed and opened by Bishop Headley

another purpose was associated with it. "This

noble church," said the Bishop, "was the offer-

ing of the piety of one whom we pray God to

bless. When he planned and offered it, it was

a thank-offering for happiness. But since then

God had manifested His holy will in visitation

and sorrow, and the founder hopes, in this

offering, for God's blessing upon those who are

near and dear to him." Building is no

proceeding on the chancel and choir; and th

finished Cathedral will be associated with the

memory of the Duke's dead son.

Duke of Norfolk is bui ding at Norwich.

and saved the drowning man.

having died on the way home.

Francisco during the past year,

Eidsvold went ashore.

been installed.

and 1,452 Chinese to the latter institution.

the terms set out in black and white.

effect on the Chinese official mind.

yesterday.

"hereafter be levied on native opium. ..

WATSON & CO.

1 IMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that ou

AERATED WATERS

are made solely with the water procured from the Government Tytam Reservoir, and specially filtered in large storage filters and consumed at these same shops and on the best scientific principles.

Our AERATED WATERS are thus ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera b liquid agency, which it is comparatively easy-to do by-drinking impure water.

A. S. WATSON & CO.

LIMITED,

AERATED WATER MANUFACTURERS

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news columns should be addressed to TRE EDITOR. Correspondents newst forward their names and ad. dresses with communications addressed to the Editor

not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DALLY PRESS should be sent before 11 a.m. on day of publication. After that

Telegraphic Address: PRESS. Codes: A.B.C. 5th; Ed. P.O. Box, 33. Telephone No. 12

hour the supply is limited. Only supplied for Cash.

MARRIAGE.

On the 16th July, at the Church of St. Stephen the Martyr, Avenue Road, Regent's Park, by the Rev. Frederick Hopkins, of Haddon Hill, Vicar of Holdenhurst, Hants (Father of the Bridegroom), assisted by the Bev. James Halliburton Young. of Shipmeadow, Suffolk, FREDERICK HOPKINS, to GWLADTS CAROLINE youngest daughter of the late ARTHUR WELLESLEY WALKINGHAW, of Foochow, China.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 19th August, 1902.

THE question of the morality of the opium. traffic is one which is likely to exercise many good people for a long time to come, and in Hongkong we get frequent reminders from home of the efforts being made there to stop the trade, in the shape of pamphlets from the anti-opium party. Since, however, the finding of the last opium commission appointed by the British Government was such that it could but I tle please those who would totally abolish the manufacture and export of the drug from British possessions, and since it is impossible for the sensible man to condemn utterly the production of opium while neglecting a subject which touches England itself, more nearly, the importation of far more harmful preparations of alcohol into savage or semicivilised countries, we may plead justification for considering the opium trade as a fact and not in the light of a subject for moral consideration. A point has arisen in connection with the opium-trade in China which cannot be neglected by those interested in British commerce here. must be remembered that the trade opium is entirely a British trade, and that the Indian Government is very largely interested in it. In 1885 what is known for short as the "Opium Convention" was signed at London between Britain and China, being really additional articles to the Cheico Convention of 1876, which was only finally ratified in 1886. These articles took particular notice of the opium trade and

The U.S. Treasury Department has letted laid down certain regulations with regard that the immigration law of the United States . to the import and lekin duties on opium apply to native residents of Philippine islands | lot the U.S. Presidency, but would accede to and Porto Rico entering the States. brought up by the raising from this month onward of the import and lekis dues by 100

Strikes among Filipino laboneers still per cent, \$400 being now charged when continue, says the Munila Preedom. By the time one class of workmen are mtished, and induced to return to their labours, another goes. out. Conditions will continue to be unsettled until action in taken towards admitting. Chinese labour.

> fixing the minimum age of 3; for promotion of engine-room artificers to warrant rank, and have reduced the qualifying service for promotion from ten to eight years, thus making engine-room artifloers eligible for promotion to warrant rank at the age of 29.

A Swedish prechanical engineer by the name of H. Hermann, who was employed in the Comming's Rice Mill at Apalit, Pampanga Province, P.I., was shot and killed at that place by the municipal police, acting under orders of the municipal secretary whom Hermann had previously wounded. Enquiries into the affair and smoked. The native drug is also sold are being made.

Mrs. Alexander Hector, better known to the was born in Dublin in 1825, and was educated in that city and in France. Most of her tinned apricots, or are printing and publishing Which Shall It Re! The Wooing Ot, Her history. This is the country of the okapi, the Dearest Fee, and The Freres. A long succession whale-headed stock, the chimpanzee, and the fiveof romances which followed these earlier efforts preserved for her the favour of the public; and The Heritage of Langdale, A Golden Autumn, For his Sake, A Woman's Reart, A Choice Evils, A Missing Heir, The Yellow Fiend, and the extra cost of collection. It is far easier Brown, V.C., were among her later works.

> When Lord Kitchener was returning to England in 1899 he was very anxious to arrive in time to hear the House of Commons debate on the Sondan. He was on the point embarking at Alexandrie, not at that time in quarantine, when driving to the quay he heard that three cases of disease had broken out in the town. His companions said, "All right, it is not in quarantine." "It will be," rejoined Lord Kitchener; and forthwith he turned the cab about, travelled to Port Said, and took a steamer to Fiume. Even there some difficulties were made, but, finding a menagerie on its way in the same boat, a gift from the Mikado to the Emperor of Austria, Lord Kitchener represent-

amusing. Here is a paragraph from his pen upon the Boer War, headed "Improving upon Ahab": - When Ahab and Jezebel had killed by disbanding the Chinese Regiment at Yatung, Naboth and taken possession of his vineyard, and the Jeylep. Pass, as before, would be the they did not hold a rolemn religious service to brandary. At the same time it is a pity thank the Lord of Hosts for having assisted | the Chumbi Valley was not added to Sikhin them in their policy of annexation. Clearly after the last expedition." Now in the last 'they did not know everything down in Judee" or thereabouts. Anno Domini 1902 we have improved upon these poor benighted heathen, who, having killed and taken possession, were therewith centent, until the prophet Elijah rudely disturbed their complacency by some very pertinent remarks. Last month, having at last succeeded, after doing to death some fifty thousand of our fellow-creatures, in taking possession. of the Boer Republics, we all went to churchthe King and Queen leading the way-to think God for our victories and to politely, ascribe to the Prince of Peace the glory of our conquests. A few faithful Abdiels here and there refused to blaspheme, and thanked God for Peace without compromising themselves by any condona. ticn of the war. But the majority swelled the song of loud thanksgiving over slaughtered men, while one conspicuous Free Churchpreacher disgraced his pulpit and his munbood

by vulgar abuse of our vanquished fos.

There is an interesting article in the North American Review on the personal influence of the Kaiser. Apart altogether from what he is able to do indirectly through the Bundesrath and the Reichstag, he has the "Military Cabinet"-a bareau under his exclusive control, puerperal fever, 1 Chinese case. whose mission it is to supply him daily, by regular verbal or written reports, with that wealth of personal details about his Army, and especially about the corps officers, which enables kim to known at all times the exact spirit and degree of efficiency noticeable in each regiment, and which lends to his personal relations with the courteey of its Hon. President, Lt. Col. R. the Army a spice of intimacy and comprehensive F. Johnson, C.M.G., R.G.A.-heldthe second of knowledge which is of enormous values. It is their series of summer outings on the 14th said that the Kaiser knows personally half of inst. in a most enjoyable launch trip up the the 25,000 officers in his Army. The "Naval Canton River. Particularly fortunate, after Cabinet," whose scope of duties is similar, in the long spell of heavy rains, in having magnilargely responsible for his intimate knowledge of the German Navy. But it is the personal influence of the Kaiser which is most potent. "His forceful personality simply compels attention. For years after his accession millions of Germans stood sloot, ignoring his kaleidoscopie. activity, and firmly believing that after he had sown his wild oats," and after the novelty of the situation into which he had been summoned so unexpectedly had worn off, he would cease his pyrotechnic interference in every phase of public life. But these would-be 'indifferents' were forced to abandon their attitude." his asusational side of the Emperor's influence. probably more than any other, which has been, and is still being, felt most strongly. Lato every political campaign in Germany he has thrown firebrands in the shape of mottoes, mithy and apt styings, sarcastic allusions, or ironical netoris to his adversaries. Brery weapon of warfare has been successfully our loyed by him. Ally more best ware present - Centributed.

Hr William Jennings Bryan, in an interview in lows, mid he was not seeking the condidacy. the desires of the Democracy.

Decolty is reported to be so bed in the Vinh Long and Sadeo districts of French Indo-China that Seigen merchants are advertising that they will give rewards to whoever is instrumental in causing the arrest of any of the culprits.

An unconfirmed rumour has reached Bang-The Admiralty have withdrawn the clause | kok that the Shan decoits have entered Chiengmai. However, no telegraphic comnunication was existing between North Siam and the capital, the Shans having out the wires on the 6th instant. It is also circumstantially reported that the Shans have captured Lakon Lampang, causing Mr. Leonowens and a party of Europeans to fly for refuge to Chiengmai. Sismese troops are advancing on Lakon. The Bangkok Times of the 8th inst says :- The they were enthusiastically cheered. worst news of which one can be certain to-day, is that the river, which was rising, has failen again, and there is no water north of Paknampoh. That means a delay of probably ten or twelve days in the advance of the troops. One need not point out how serious that may be.

Bir Harry Johnston writes in his new book novel-reading public as Mrs. Alexander, died. The Uganda Protectorate: -- Cannibalism lingers last month at the age of seventy-seven. She in the western corners of the Protectorate; while the natives of other parts are importing popularity was won by such books as in their own language summaries of their past horned giraffe, the rhinoceroses with the longest horns, and the elephants with the biggest tusks." Sir Harry Johnston is almost onthudiastic about Uganda, but admits its drawbacks. He says is one place .- "Hitherto in these descriptions I have had difficulty in restraining language within the limits of reasonable enthusiasm when describing the scenery and colour. The reverse of this pleasing aspect of the Uganda Protectorate is the almost constant presence of mosquitoes (thou. h these can be to a great extent benished by clearing away the bush), the danger of severe attacks of malaria fever, and, lastly, the thunderstorms."

A correspondent signing himself "Yellow and latterly with Messrs. Grover, Humphreys Flag " writes to the Calcutta Englishman:-"Can anyone inform me what is the use of the so-called 'Treaty Port,' Yatung? I believe a missionary-lady lives there as does also a Chinese custom official (under Sir Robert Hart), but as is well known it is a farce ed that the animals would die if kept back as a trade centre, since the Tibetans will prevailed and went on; he attended the races at | not 'trade' so close to the confines of this Vienna, and arrived in London in excellent | country, but prefer to do all the trade there is, to be done at Kalimpong. Why, therefore, is Yatung kept up? The Chinese Customs Mr. Stead of the Review of Lieviews is always official might hoist the Chinese flag on a bit of land nearer civilisation. Her Majesty the Empress of China might save a lot of money I.M.C. trade report-for 19.0, for that for 190 has not yet appeared-Mr. V. C. Honderson wrote :- "Since the opening of Yatung as a trade mart the trade has hitherto year by year shown a consistent and satisfactory increase on its own small scale." Mr. Henderson goes on to explain that the combination of unsettled times with local visitations of disease (including foot-and-m mth disease among the yaks) caused a set back in 1900, which must in no way be taken as a criterion of the trading possibilities with Tibet. Only eight Europeans visited Yatung in 1900.

THE HEALTH OF HONGKONG.

The year's plague figures at noon yesterday, after the addition of one fatal Chinese case in the past two days, stood at 545 cares (6 Europeans, 520 Chinese, 19 other Asiatics), 533 deaths (4 Europeans, 514 Chinese, 15 other Asiatics).

Last week's figures for communicable diseases in the Colony were :- Plague, 12 cases (Chinese), with 12 deaths; cholera, 21 cases (Chinese), with 19 deaths; enterio fever, 1 European case

R. G. A., J. N. C. O.'S R. & F. AMUSEMENT CLUB.

The members of the above Club-through ficent weather, a delightfully cool breeze tempering the snu's fierce rays, the change from the confinement in the close and oppressive atmosphere of Hougkong, to the scene-Where the rugged hills from the gorges

And the sea lies azurd by smiling skies. And the wild bird Toft o'er the mountain

all the more appreciated. After a short stay on shore, during which various, sports were indulged in, an al fresco meal partaken of the return trip was made to "The Island of the Fragrant Streams." On the return voyage, a smoking concert was held at which the following members assisted :- Cple Chinnery, Makin, Ridley and Crawley, Bombra Matthews, B.H.A. Ballock, Manhood, Maley, Mulrooney, Bend, and Her R.C.A. and Opl. McCarles, R.E. Over

LEI BCRAMS

REUTER'S SERVICE.

THE TRANSFER OF TIENTSIN

Tientsin has been formally transferred to the

Chinese by the representatives of the allied

AN OPPORTUNITY FOR KENSIT.

ARRIVAL OF BOER GENERALS.

The Boar generals Boths, De Wet, and

Delarsy have arrived at Southampton, where

THE NAVAL REVIEW AT SPITHEAD

The Coronation review of the fleet too i

place to-day at Spithead in glorious weather.

One hundred and eight British warships were

assembled, commanded by six admira is. The

sight was superb, and intensely impressive.

DEFICIENT RAINFALL IN INDIA

The rainfall is deficient throughout the

greater part of India, both monsoons being

considerably below the average. Prospects ar

ADMISSION OF A LAWYER

On Saturday, on the application of Mr. E. H.

Sharp, R.C., the Chief Justice (His Honous

W. Meigh Goodman) approved and admitted

Mr. Francis Paget Hett an attorney and

proster of the Supreme Court of Hongkong

Mr. Hett, who is a Solicitor of the Supreme

Court of Judicature in England, was formerly

Bedford Row, London, as conveyancing clerk,

and Son, of No. 4, King's Bench Walk, Temple

London, as manager. Mr. Hett has recently

come to this Colony to the firm of Messrs.

RELIGIOUS TROUBLES IN

THE PHILIPPINES.

There is insurrection to the Papal anthority

among Filipino Catholics, and the Union Obrers

Filipino Catholic organisation outside of the

Bishop or rather President for the Philippine

islands, and Bishops for each province, all of

whom are renegade Catholic priests. The hon-

orary presidents of the new church are Governor

Tast, Emilio Aguloaldo and Commissioner

Philippines is the former notorious renegade

priest, Father Gregorio Aglipay , the Executive

defied if he will not recognise this as the Catholic

Church in the Philippines. The churches are

and a general revolution of religious affairs is

CORRESPONDENCE.

We do not hold ourselves responsible for

opinions expressed by our correspondente.

THE FORTHCOMING RACE MEETIN

TO THE EDITOR OF THE "DAILY PRESS!

SIR, There have of late been so many

opinions expressed on the subject of our forth-

coming race meeting through the medium

your columns, that I imagined the topic

now exhausted. I must however ask to

allowed to add one more to the stready large

number of letters, on hearing that programmen

individuals whose interests in the matter may

not be in harmout with the rest of the racing

community, especially in such respects as the

allowing and distribution of races and prizes

sense prejudicial to their claim for having more

races, etc., but I would like to point out one

item, and that is how many there are in the

Colony who subscribe for an animal now, and

yet have not the slightest idea whether they

will be here for the next meeting, or not.

therefore maintain that we race for the present,

and there being as the asying goes, no time

like the present I think the encouragement in

the matter of races and prizes should be in a

far greater proportion to the gratine than to

the pld ponies. Trusting I have not tresponsed.

teo much on your valuable space. - Yours, etc.

Hongkong, 18th August

for our next meeting were being draffed by a late Graphic

to take place - Manila Freedom.

President, Pascual Poblete. The Pope is to

Tavers. The Bishop or President of

Democratica have gone so far as to form

authority of the Church of Rome, name

Monosey and Brutton, solicitors.

with Messrs. Collyer, Bristow and Co.,

becoming very gloomy.

golden crucifix to Westminster Abbey.

His Majesty King Edward has presented a

LONDON, 16th August.

IN CHIMEREN FREEDINGS CON

Monday/ Holl Cartain

SUPREME COURT

BERORE HER HORSEER W. Maien GOODMAN (CHIEF SOMVICE): V

CALEBRA PALBERTA The calendar was an exceedingly light one. there being only three passe, implicating five persons, down depleasing, one being a charge of sessuit and robbery, and the others attempted involution with largery respectation. The prosocution in sach case was constructed by Hon. Bir-H.S. Berkeley, Attorney-Seneral instructed by Mr. H. L. Danoys, Orewn Solicitor.

LABORET WITH MENACE. Li Trung (23) was charged with having on 25th June, in company with certain other persons not in custody first, committed robbery with violence in a liwelling house. second, largery with manage, and, third, with having received stolen goods, the smount of money alleged to have been stolen being \$2,912 besides certain articles of jewellery. He pleaded not guilty on the first and second

counts but guilty on the third. The Attorney-General stated that he would not prese the first country of the Amiliania

The following jury was companelled :- Mesera. J. Von Honten, A. A. Gutterres, H. Ar hur. N. F. Mithairella, B. Clarky, A. Ahmed, and A Mois of the Maria

The Attorney-General, in opening the casestated that the charges against the prisoner would be spoken to by witnesses who would tell the jury that on 25th June an old man named Chun On was left in charge of a shop while the owner was away. Shortly after the old man had been left, there, the prisoner ontered the shop and gagged him with his queue. Others in association with the prisoner also sutered and committed the robbery. The charge against the prisoner on the first two counts would be spoken to by witnesses who would be submitted, give the jury special evidence of identification, to eathly them that the prisoner was one of those sogaged in the offences charged. With respect to the third of count, he had pleaded rulliy.

After evidence ball been laken, the prisoner was found not guilty on the first and second. counts out was sentenced to five years imprisenment with hard labour on the third.

Li Cheung, Leung Bat and Sit Fuk Lai were emparated on a charge of meault with intent to cole and expeult ocusing hodily harm. They were convicted. The first pained was sentenced to two years bard become and the other two to eighteen months hard labour each THEFT OF A LETTER.

An Chak pleaded guilly to stealing a letter while employed in the Post Office and was sentenced to undergo imprisonment for two years, with hard is bour

The Court adjourned

WAR AGAINST WAISTS.

The little kingdom on the Danube is on the brink of a revolution. It was not that the dynasiy has grown less popular. It is not that political intrigues and cabala have become less entertaining. It is not that the puteautry have become undilenty less stupidly contented and tired of sating " mamalign " Ducharpet is still the one-ideed city, with only one thought-how to make life bearable in energe the dullest and dressiest of European capitals. The Danube to be taken from the Spanish priests and friare. continues to flow on unfuterruptedly in its course under the payronige of the European Commission at Splits, and the familiar mosquitces areas spite nies ever. The runmers are as intelerably fact was fleaty as of yore, and the winters as insufficiently sold and wet, and the dogs perform that police and scarcoging fanctions as efficiently me the days gone by. The Luthreak which threatens Mountanis has been caused by the Minister of Prolic Instruc tion formidding girle in the higher and secondary schools to rear requestig such tages of refusal, directing the foreible remarks if the offending article he future mothers of Rosmania. remembering but But But Bu my to the days to the state of th CLEAN CHARLES ASSESSED TO SEE THE SE STATE OF ST does not Ovid tol us the . . hig waist kills was love ? and the the minet with wabort interval has been worn ever differ, age naturally up in

The second company of the property of the prop for the old walers and China ponies, in propos- armoured cable, where it invied between two tion to those for the griffin waters and China and three Section the state on ting a ponies. I do not speak of the old ponies in a constructed rules of the required

case or may to the windlebone, and a laprety-

 HONGKONG AND WHAMPOA DOCK CO. LD.

HALE-YEARLY MEETING. The ordinary half-yearly meeting of shareholders in the above Company was held yesterday at the offices, Queen's Buildings, Mr. D. E. Brown (chairman) presided over a large attendance, among whom were Mesers. N Siebs. J. S. Van Buren, Hon. C. W. Dickson, Mesers, G. H. Medburst, E. Goetz, A. Haupt J. H. Lewis, Hon. R. Shewan (directors). W B. Dixon (chief manager), and G. A. Cald well (acting secretary), J. Anderson. S. Anton. A. F. Arcilli, T. Arnol R. Becker, H. F. Carmichael, G. Champeaux, K. A. Chinoy, Chow Hing Ki, W. E. Clarke, W. A. C. Cruickshank, H. M. S. H. Esmall, A. R. Ezekiel, E. Georg, A. R. Gubbay C. S. Gubbay, David Haskell, John Hestings, E. H. Hinds. Ho Fook, Ho Kom Tong, W. M. Humphreys, Hart Buck, H. Jessen, E. S. Joseph M. A. Joseph, S. A. Joseph, Lom Kin Fan J. J. Leiria, Liao Tze Sab. Lo Cheung Bhio Lo Ping Shek, T. P. Mador, H. A. Meyer, . R. Michael, M. Michael, M. H. Michael, S. H. W. Michael R. Mitchell, G. W. C. Pemberton P. C. Potts, T. H. Reid, J. C. don Remedies, C. Richards, Alexander Boss, Charles H. Ross, Capt. T. Rowan, Hon. U. S. Sharp A. Sharp A, H. Skelton, H. A. W. Slade, Utto Struckm. ver. R. Unsworth, W. H. Wickham, W.G. Winterburn, P. Witkowski, Wong Chuck Yau

and Wong Ki Sem. william Salar of the The notice calling the meeting having been The CHATRMAN said Gentlemen. Before commencing the regular business of the meeting you will all. I feel anre, wish to join with the Board and employees in recording an expression of deep regret which we all feel at the unexpected death during the period under review of our late chief manager, Mr. David Gillies so long and so closely identified with us. The report and accounts having been printed and in your hands for some time. I will with your permission take them as read. Your directors much regret that the figures they have to lay before you show such a falling off in the net profit for the first six mouths of the year being only \$373,460.86 as against 2645.949.8 for the previous half-year and \$906,558,66 for the corresponding period of last year. Adding the large amount of \$420,119.59 brought forward from last account, the amount available for appropriation after deducting directors and auditors' fees in \$781.630.35, and the Board recommends this amount to be distributed as follows :- That a dividend of 19 per cent and a bonus of 2 per cent for the half-year, absorbing \$300,000, be paid to shareholders that \$188,004.85 be written of the value of Kowloon Ducks, \$40.670.92 from the Co-mopelitan Dock and \$10.755.99 from floating plant, absorbing \$519,437,76, leaving to be carried forward \$263,392 69, or about 8160.000 less than we brought forward from last year, and wentrust this division of profits will be acceptable to shareholders innsmuch as, while it may possibly be a surprise to many, it is nevertheless true, that, in comparison to the net profits for any six months working, the present appropriation to share holders is the largest ever paid in the history of the Company. The amount written off wi leave the Kewloon Docks standing in our books at \$1.750.00J. or \$50,000 more than on the 1st July last; the Cosmopolitan Dock at \$300,000 the same saon that date; and our floating plant adding the dredger Conton River, one new steam lighter and one launch, at \$205,000, as sgainst 868.306 at the end of last year. The clulness of inginess in all departments was unusually marked during the six months under review. but it was not sitogether nuexpected, as my predecessor at our meeting on February 24th last pointed out to you that the enormous ingrease of work brought to us by the Spanish-American War and the disturbances in the has heard, the project is of a highly debatable North of China had passed away, and that we nature now. I feel sure that shareholders should have to look to an improvement in the trade of the Far East generally, to make up for whatever statements the Board may place the loss. This development of business out here has not as you all know. so far shown itself, in fact, trade is unusually depressed just now, and we suffer like other people from the relapse, and the general alesence of life and lack of demand in business. The heavy full that took place in the value of the dollar early in the year had also an adverse effection our sarnings, as it is impossible for us to immediately adjust all our charges to the increased dollar cost of all material ordered from home. It is true that the report and accounts as printed just put to n low exchange increases the dollar value the meeting by the Chairman. My amendment your fixed machinery and tools, but this only means that you cannot replace such machinery for the same number of dollars and does no affect your accounts in any way. But in spite of the falling off during the past six months, am glad to say that prospects do look a littl better for the second list of the year which will bring the addition of a new Trans-Pacific fleet of large steamers, two of which are over 9,000 tone, and whose Eastern terminus will be Hong kong ; also the substitution by one of the present Trans-Pscific fleet of two 11,000 ton steamers for two smaller ones now running. We spent including \$90,000. for our dredger, over \$281,000 on improvements and additions during the first air months of this year, and the benefit of these improvements is even now being felt in the reduced cost of output and in econom generally. It is difficult to say what the future has in store for us but without wishing to be unduly optimistic. I think I may may that there are some signs that China is endeavouring to wake up and throw of her lethargy an indifference to Western methods and ideas, and if the day over comes when the will succeed doing this such an industry as ours will be the first to roup the benefit of the demand for atesmers and machinery of all kinds, which we are year by year becoming better equipped for supplying. Your objet manager has, I am glad to report, given practical effect to a very desirable change in the mode of our working by giving special attention to the shipbuilding as distinct from the repair department, and this year marks a now departure in the annals I the Dock Company by our baving secured contract to build and engine entirely out here, a first class, full-powered passenger boat for the Canton River against tenders from the best builders at home. Our new 100-ton steam hammer, after having been completed and successfully put to work. has unfortunately been damaged by a heavy landship from the hill behind the forge. Steps. however, are being taken to hasten the necessary repairs and to prevent a recurrence, which wi take several weeks to complete. As regards the proposed new dock, which has been so often referred to by my various predecessors at successive meetings ever since Fapan's docking capabilities were brought home to us by on inability to secure the docking of H.M.S. Victorious in the year 1898, you will have learned from the report that the negotiations with the Government for a mie for the dock, which have been going on for more than three years, have now reached a point where we can submit to you definite terms for the acquisition of the land, and this will be done at a subsequent special meeting to be held in the latter part of Uctober next and prior to which a general outline of the scheme and our proposals will be circu-

lated among shareholders in ample time for

their consideration. It was, as you know,

of their offer, but as some shareholders wished for longer notice, we altered our intention in deference to their views, and since that time from us been good enough to extend the time for a further period of three months. Looking. at the accounts I see nothing but the usual items, which speak for themselves, though may remark that your indebtedness to sundry creditors, which was \$633,892 last December, has increased to \$1,033,859 on 3 th June, with another \$300,000 to be added when the present dividend is paid, and will continue to increase as long as we do not put by out of earnings every six months at lesst as much as we have spent on capital in the interval. Our credit is good, no doubt, but we must not let that fact tempt us to stretch it too far till we get quite out of our depth, and be forced anddenly call on you for more capital. speech is possibly longer than usual, but my desire is to place our position clearly and fully report and accounts I will be glad to answer, so far as! I am able, any questions concerning

There were no questions, and the CHAIRMAN Hon. C. S. SHARP said-I beg to second the resolution you have just proposed for the adoption of the report and accounts. I feel sure that all present have considered with attention the exhaustive remarks and explanations von have given, regarding them. seem to have fallen upon lean times, and doubt as we have in a measure been spoilt of recent years by a succession of ever-improving half-years' workings the present comes as rather an unpleasant reminder that there are "downs as wift as "ura" in busicess. I do not see, however, why the present little set-back should cause any plarm, as business has admittedly been in a very slack state all round for some time past, and this Company cannot expect to be exempt from the results of this; but we should not therefore imagine that the good times have gone, to return no more. am glad to see that the Board proposes conservative policy in regard to the distribution of profits. I have beard some reports of clamours for a larger dividend, but I cannot taink that such can have come from any sharebolders baving the permanent interests of the Company at heart, and I for one trust Board will continue to set its face rigidly against any attempts or tendency to unduly milk" the Company in that way, especially so long as the Company's indebtedness amounts to any considerable sum. I see our old friend the Admiralty Loan shows up this time in au unpleasant light, the dollar amount being about the same as it was quite a time ago. although the sterling amount has been considerably reduced. I recollect quite a number of years ago advocating at one of these meetings the desirability of remetting the whole amount o the Loan to England since the Admiralty would not apparently accept repayment of the whole amount at one time, and this course, with the exchange prevailing, would, I think, have saved the Company a good deal had it been adopted even taking into account the low rate of interest the money would have been earning on fixed deposit. But other counsels prevailed You have referred to the matter of the proposed new Dock, and I think the Board has taken a wise course in postponing to a future meeting the consideration of this important project, so as to allow the matter to have the full attention and consideration it deserves. I do not propose, therefore, to enter into any discussion of this beyond venturing to remark that times and circomstances have changed-a-good-deal, and with this perhaps the opinions of many shareholders have done likewise, and, judging from what one will give the closest consideration before us concerning this matter. not close my remarks without touching on the reference you have made to the very sad circumstances surrounding the death our late chief manager, Mr. Gillies: feel sure that all shareholders, as well as his many friends out here, must deeply regret his end. and the suddenness of it. (Applause.) Mr. J. R. MICHAEL &I rise to propose a amendment to the motion for the adoption of

is to the effect that the amount proposed to be written off the value of the Dook establishment &c., vis. \$219,:37.76, be reduced to \$169,437.7 it should appeal to you on its own merits. and that the difference of \$50,000 be appropri therefore move that the amount proposed to be ated for an addition to the bonns at the rate of \$1 written off the value of the Dock establishper share. In formally moving the amend ments, &c., viz., \$219,437.76, be reduced ment I beg leave to make a few remarks. Half 3169.437.76 and that the difference of \$50,000 be year after half-year we have met to listen to the necounts of good stewardship of our vast and important establishments with their great resources. On those eccasions we have been neither stinted with our praise of the directorate and management nor parsimonious with our bonuses. Just as reward is liberally given for the successful conduct of our business, so also must criticism - fair and impartial criticism-be expected when good cause is found for grievance on the next of the shareholders. As one amongst a large number of shareholders I desire to ventilate our grievance, and I take this public occasion to make it heard. The past half-year has been anything but a prosperous one for the Company, with the inevitable result that there has been an abnormal shrinkage in the net profits of our business. When good judgment and foresight cannot be taken to task for small profits we must accept in an equable spirit the ups and downs from which human affairs are never free. But when profits, once esrned, can be distributed without impairing the efficiency of the Company's work and its future prospects, we naturally feel it a hardship to see the profits proposed to be divided in manner by which only posterity will gain at the coat of our own immediate loss. In the accounts before us the directors propose the enormous sum of \$219,437.76, or 55% per cent. in proper tion to the net rofit, which is out proportion to the total profit, to be written off the value of our property, plant, &c., out of total net profit of \$373,460.68. It is not apparent to us shareholders what rule applies with the directors in the matter of this apportionment of profits. On the face of it and in the absence of satisfactory explanation, the standard must be sought for in something else than sound business judgment. Now it is generally admitted that the flood tide of the Dock Company's prosperity, so far, was attained in the year 1901, when handsome profit of \$906,558.66 was netted for the first half-year. Then the amount agreed to for writing down was only \$185,370.71, or 20.45 per cent. in proportion to the net profit. For the first half of the current year the ebb tide has set in and our profits have been reduced to \$373,460.68; yet the amount we are seriously asked to consent to for writing down 8219,437,76, or 58-75 per cent. What business or logical argument can be adduced in explanation of so great an arithmetical disparity it is

not within our comprehension to discover, I would

like to refresh your memories about the procedure

of former years, say from 31st December, 1895.

to 31st December, 1897, during which period

intended to discuss the question after the close the uniform dividend and bonus of s and 4 per of the present meeting, the reason being that cent respectively were distributed to the sharethe Government gave us only up to the 15th holders, notwithstanding the fact that at one proximo to decide on the acceptance or otherwise time a variation of 50 per cent took place i our net earnings, wis., between 30th June, 1896 and 31st D-cember, 1897; the figures are \$569.073 not profit of six months ending the Government have in response to a request 30th June, 1886 and \$268,436 net prefi of six months ending 31st December, 189 Times out of number have we been to that the value of our premises, our stock of materials on hand, and the rest have been written down to a figure which their book-value should afford us a sense perfect security. Yet the proposition before m does not seem to confirm us in that security we might have been for all we know living unconsciously in a state of false security after all. This inconsistency of action in proposing to write off variable amounts which has the effect of infusing a want of confidence is not business like and appeals to men of commonsense as worthy of strong condemnation. Shareholders suffer in smaller dividends by this questionable method in the adjustment of our accounts. Throughout the East the Hongkong before you. Before moving the adoption of the Docks have been regarded as by far the soundest and the most stable concern wherein capital might be safely invested. One of the reasons advanced for the sub-division of our shares. I well remember, was to enable small moved the adoption of the report and accounts. people to invest their savings in our giltedged securities. Dividends and bonuses were declared which investors, trustees, and alike had relied upon as likely to have been maintained: Yet we are confronted with a state of affairs reflecting not very creditably upon those who have proclaimed to the world that Dock shares could command an interest that extraneous influences would not severely affect At one fell stroke we see our dividends and bonus cut down by as much as 33 per cent. -a serious blow to those who might have depended upon the stability and the power of our Company to keep up a return when once declared and paid. It is not the clamour of speculators I give utterance to: I have no sympathy with such. But if buyers and sellers of shares are taxed misnomer in order to ward off any the part of abareinpresentation on holders. I must admit that members of the directorate of local companies themselves fall within the pale of their condemnation, and stand before the public as self-condemned in sorips bearing their own names passing from hand to hand in the Colony. The circumscribed limits of our business circl- disclose many unpleasant facts, which escape observation in large cities. Gentlemen, I appeal to our Board to look up to the magnificent position which our unrivalled Bank-our very own, the Hongkong and Shanghai Bank—has created for itself in the unshaken solidity it is in to-day by a course of action admitting of no wavering principles True, its earliest history furnishes example not to be copied; but its latter-day management has been such as to make it capable of weathering all financial crises, and no matter what their effects on the balance-sheet its ability to pay uniform steady dividend and bonuses has never been imperilled. As owners of a business, who pay for its proper conduct, shareholders expect to be considered and to be taken in the confidence of the directorate. In Hongkong. they are often too lightly considered, and a desire to elicit information or to throw out a suggestion is not infrequently misconstrued into an untagonism against the directorate. This is destructive of the true interest and prosperity of any concern. Now, gentlemen, the confidence in our Dock as a stable concern is shaken. It is an unpleasant truth to There is no cetting out of that We cannot be blind to it. Let us rise up to the situation and make an honest confession that an error of judgment has evoked unlooked for criticism not altogether unmerited. Before I resume my seat, I will make no acology for reiterating opinion to which I would appeal to the directorate to give their earnest consideration. Having regard to the fact that our establishments, our workshops, and our plant are represented, in our books at figures for which they could never be replaced. and are variously valued at six or seven times the book value; the time has now arrived when, in my opinion, a systematic method of writing down should be adopted once for all. When once adopted, let that system be put in practice as a hard fast rule, admitting of no departure. It is not for me to say what the exact percentage of our profits should be taken as the "golden mean" for adoption; but that one such can found. I don't for a moment doubt I sak for no vote in favour of my amendment.

> appropriated for an addition to the bonus at the rate of \$1 per share. Mr. A. Ross-I rise to second the amendment. -I should have preferred the sitting-down attitude with the uplifting of hands in favour of the report and accounts rather than the standing up attitude opposing their passage. But I think at the present functure the directors have hardly treated the shareholders fairly (applause) in cutting down the dividend which they propose to give us. I have never been a clamourer for large dividends, but I believe in the fair and impartial administration of the affairs of the Company, and I do not think the present accounts show that. Therefore I second the amendment and hope that the directors will unanimously shell out the extra magic Mexican to a degree that will ensure the confidence of the shareholders. The CHAIRMAN-Before putting to the meeting the amendment, which naturally must

come first. I should like to make a few remarks which may possibly have the effect of causing I shall now put the amendment to the meeting. it to be withdrawn - at least I hope so. Reference has been made by Mr. Michael to a serious mistake made by the Board in the appropriation of profits, and while he laid stress on the fact that something like 5th or 60 per cent, of the profits had been written off, he has not said enything as to the fact that over 80 per cent. of the net earnings for six months is being paid in dividends. He has also made a few remarks dealing with that excellent institution the Hongkong and Shanghai Bank, whose policy he approves, but when your Board is endeavouring to follow a similar course he condemns it. I have made a few notes and a few figures in anticipation of something of this kind happening, and will now read them to you. There are a number of reasons why a larger appropriation to shareholders than \$300.000 out of a net earnings of \$375,460.86 should not be made. (1.) It is a most liberal appropriation, and, as previously pointed out in my speech, the largest under the circumstances ever paid in the bistory of the Company. (2) It is not cash in hand we are dealing with, which it would be quite competent for us to vote away as we liked, but the question we are voting on is how much money we can afford to appropriate to our selves after having to borrow it, and that question has been fully and carefully considered by your directors who did not and do not feel. The CHAIRMAN—At once. The minutes of justified as trusiness men in asking the Beak, this meeting will be printed and or culated and for a largur loss for dividend purposes then \$300,000, against a net earnings of \$378,460,86. It is only natural to credit well managed banks | account? (Laughter.)

and monetary concerns with having a tail, resembling very much that appendage of the British Lion which it is not wise to twist too far, and that is the proposition we are up against to-day. (3.) Your directors fully realise their responsibility in the management of this magnificent property of ours, and in laying our report and recommend. ations before you, you can restassured of having received the combined deliberations of a body of penetical business men. You cannot eat your cake and have it. Neither is it wise to milk your cow too dry, and, in the hope of convincing you of the unreasonableness of this demand for more dividend, I would point out that in the last seven years out of a net profit in working of about \$7.0 0.000 you have received about \$4.000,000 in dividends and nine-teaths of a million dollars in scrip bonus when our capital was increased early last year to that extent. Because last year was a memorable harvest to alfareholders-receiving, as they dld, \$72 in dividends and \$75 in scrip bonus, totalling \$147 for every \$125 share they held, and bringing about as it did unwarranted over-speculation, with disastrous results perhaps to many, it should not be expected that it will, and I can assure you it does not, influence your directors in their deliberations as to what is best for the interests of all concerned. (4) Then again, with the above facts before you, it must not be forgotten that, in the same period. while about \$2.400,000 have been spent out of earnings in additions, extensions, and the necessary substitution of new and modern for old and obsolute machinery, only about \$1,325,000 have been written off the value of your property, and when you consider the enormonaly enhanced value of our works as they stand to-day, without shareholders having been called upon to directly contribute a dollar, I think you can give your directors and management in the past the credit of enabling you to knock that old argument on the head that "it is more blessed to give than to receive" and dem natrate their earnestness of purpose by confirming and acquiescing in their recommendations. If, after the foregoing information, you insist on my putting your amendment to the meeting and it is carried by a show of hands, it can only be regarded as an un instifiable vote of want of confidence in your directors, most, if not all, of whom are the largest and most consistent supporters of the Dock Company, and it would, so far as this meeting is concerned, be to regarded by them. What would then follow? A demand would no doubt be made for a poll, which under the articles of association I would be compelled to call for, if requested by five shareholders present. If a poll were decided on the Chairman is empowered to fix and announce the date and hour for the same to be taken, and as your directors decline to submit to a vote of that sort, from the shareholders only represented here to-day, the Chairman might feel disposed. as that is the object of a poll, to give all shareholders of the Company at home and throughout the East an opportunity of expressing their opinions on the subject after a perusal of the

accounts that much longer. Mr. E. S. Joseph-Mr. Chairman, In your reply just now you said we were not dealing with cash in our hands, but would have to borrow this money. Have we ever paid a dividend with cash in band? The CHAIRMAN-Well, I would like to look

minutes of to-day's proceedings, which would

be mailed them, and which, as it would take

three months to hear from them all, would

simply delay the passing of the report and

that up. Mr. JOSEPH-I know it is not so. We have never had cash dividends...

2 The CHAIRMAN—But, however, that does not alter the facts of the case. Dir. JOSEPH-This is not the first occasion we have not had money in hand.

The CHAIRMAN—But I might say that never before was there such a balance in hand balance instead of being \$1,300,000 is to-day nearer a million and a half; at least, it will be when we borrow this \$300,000.

Mr. J. R. MICHALL-Having made the amendment and having been asked to withdraw it I would do so, but I cannot see that the reasons given by the Chairman are strong enough to induce me to withdraw my amendment. He said the directors have considered very carefully the payment of the dividend of \$300,000 out of the 8373,000, but he forgets that \$420,000 have been carried over for the adjustment of dividends-

The CHAIRMAN-No. Mr. MICHAEL—And that that represents total of \$782,000 profits. The second thing is that he has not satisfied us with any tangible reasons showing why the Company, which has made \$900,000 in profit in a good half-year, should have written off only 20 per cent. as compared with 58 per cent, written off in the leanest halfyear they have had. The Chairman seems to put a threat before the shareholders that the directors will consider my amendment a slur if

simply in very plain words. The CHAIRMAN-The question for consideration is the amount of money we are justified in borrowing for dividend purposes.

estried, but I do not think so. I put my point

Mr. H. W. SLADE-Mr. Chairman. I had not looked at the figures before I came here. but I have heard Mr. Michael's speech and 1 have heard your speech, and it certainly appears to me that in this matter the Board are entirely right. We have not the money, and we have to borrow the money to pay this dividend, and as the Chairman has said, there is a certain limit-well, I will not say to the Company's borrowing capacity, but to the advisability of borrowing -and the amount to be appropriated for dividends, \$300,000, seems to me ample. don't think that under the circumstances the shareholders are quite justified in asking for an extra dollar dividend at any rate for this half-year. TheCHAIRMAN -If there are no other remarks On a show of hands being taken, th amendment was carried easily. The result was

received with applause. Mr. SHARP-I desire a poll, Mr. Chairman. The CHAIRMAN- If there are five shareholders who desire a poll so as to give absent shareholders an opportunity to express them selves I shall be happy to call a poll.

rive shareholders having signified by holding up their hands that they demanded a poll. The CHAIRMAN said-I have been asked to call a poll, and that poll will be taken three months from to day so as to give absent shareholders an opportunity of expressing themselves. Mr. S. A. JOSEPH-Why should it not be

three days?

The CHAIRMAN-The only object of calling a poll is to give absent members an opportunity of voting. If we wanted to settle it by a show of hands at the meeting a show of hands would do, but the object of a poll is to give absent shareholders an opportunity of voting. Mr. Joseph - Was that done before ?

The CHAIRMAN-I am quite right in this. The meeting stands adjourned until three months from to-day, at the same hour as this meeting was called for. Due notice will be given. Mr. BLADE - Might I ask another question? How soon will the circulars be sent out? The CHAIRMAN-At once. The minutes of in copy sent to each shareholder.

Mr. T. Arrold-Can't you give us 36 on

The meeting then dispersed.

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Hongkong, 6th May, 1902

THE PORT OF NEWCHWANG.

In a report issued by the British Foreign Office, Mr. Consul Hosie gives an account of the Manchurian port of Newchwang during the year 1901. After noting that the rade of Newchwang for the year attained dimensions only £1,002,358 short of that of the record year, 1899 £7,253,643), Mr. Hosie points out that it was largely inflated by an overflow from the trade of 1900, which was completely congested by the disturbances in Monchuria and the general dislocation of commerce and finance resulting from them. The returns of 1901 would, however, have been still greater than they are had not the disbandment of the native soldiery by the Russian military authorities in 1900 let loose great numbers of armed men. who speedily terrorised the entire country as brigands and blackmailers. The discovery of bubonic plague in the port in August also hampered trade severely, owing to the very stringent measures taken by the Russian administration to prevent the spread of the disease.

The Russian occupation of the port, involving the taking over of the native Customs and lekin offices, made it possible to arrive at some approximate estimate of the value and volume of native shipping trade of Newchwang. The value of the junk trade in 1901 was 16,263,229 Hsikwan taels. The net total value of the trade by steamer and junk was 58,501,513 taels. The net total value of the imports and exports coming under the Chinese Imperial Maritime; Customs was 42,262,209 taels. Mr. Hosie notes the gradual disappearance of British cotton. goods, such as drills, jeans, sheetings, from the Manchurian market, and the rapid increase of imported American manufactures, while the trade in British grev shirtings is now contested though not at present to any large extent, by India and Japan. Among the native products, silk is described as a very rising industry. Tatung-ku, near the mouth of the Yalu river, forming a great silk centre with regular stesmer communication with Chefco.

In foreign shipping, Japanese steamers have come rapidly to the front, the tonnage under the Japanese fing exceeding that under the British by 6,745 tons in 1900, and 5,431 tons in 1901. The ordinary revenue collected by the Imperial Maritime Customs 1901 was 751.621 taels, but the lekin tax, also collected by the Imperial Maritime Customs under the orders of the Russian Provisional Government on steamer-borne imports and exports at the time of payment of duties, amounted to 203,575 taels. With regard to the port of Dalny, newly created by the Russians, the report observes that, while it is certain to be the terminus of a large passenger traffic between Asia and Europe, it is doubtful whether, commercially, it will develop into anything more than a Manchurian port like Newchwang. If it is to prove a success, the line, some 600 miles in length, from it to Harbin must be doubled, the railway must be properly administered, and the Chinese merchants be afforded the same facilities in Dalmy as they are in the Treaty ports of China.

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Hongkong, 18th August, 1902 SHEWAN TOMES & CO.'S NEW YORK LINE.

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T. ARIMA. Manager. Hongkoug, 19th August, 1902.

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PUBLIC COMPANIES HONGKONG AND SHANGHAI BANK-ING CORPORATION.

THE DIVIDEND declared for the Halfyear ending 30th June last at the rate of. ONE POUND AND TEN SHILLINGS Sterling per Share of \$125 is payable on and after MON. DAY, the 18th August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager. Hougkeng, 16th August, 1902.

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40. Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 A.M., when the subjoined Resolution, which was passed at an Extraordinary General Meeting [2219 of the Company held on Tuesday. 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely :-

"That the Company be wound the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed. Liquidator for the purpose of such winding up." JOHN D. HUMPHREYS & SON,

General Managers. Hongkong. 6th August, 1962.

ULIVERS FREEHOLD MINES. LIMITED.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at Noon, when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resoluion namely :-

That the Company be wound voluntarily, and that ARTHUE RYLANDS LOWE, of Victoria, in the Colony of Hongkoug, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up." JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 6th August, 1902. HONGKONG HOTEL COMPANY. LIMITED.

ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL on WEDNESDAY, the 27th AUGUST, 1902. at Noon, for the purpose of Receiving Statement of Accounts of the Company to the 30th June, 1902; with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive. By Order of the Board,

C. MOONEY, porotary. Hongkong, 16th August, 1902.

NOTICES OF FIRMS

THE VICTORIA DISPENSARY.

TOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to

be connected with our business. Mr. SOUTHEE KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY, J. R. CAPELL, Manager.

Honglong, 5th August, 1902.

NOTICE.

Captain R. W. Thomson, will be despatched as TETE have This Day authorised Mr. 66 TARNSFOOT." UPPER RICHMOND YV PETER HARTWIG NELLNER to SIGR PER PROCURATION the name of our GIBB, LIVINGSTON & CO., Firms at Hongkong, Shanghai and Hankow. MID WHITE STATE [2220 | Hongkong, 15th August, 1902.

AUCTIONS

PUBLIC AUCTION THE Undersigned has received instructions to Sell by Public Austion. TO DAY (TUESDAY).

the 19th August, 1902, at 2.80 P.M., at his SALES ROOMS, Queen's Road SUNDRY HOUSEHOLD FURNITURE PICTURES, CHINA VASES and ORNA. MENTS. Two PIANOS, Two BICYCLES and One RICKSHA

One GOLD WATCH and One Pair GOLD EXE-GLASSES and CHAIN of the late Captain MCARTHUR, &c., &c., &c. TERMS OF SALE-As Customary.

V. I. REMEDIOS. Auctioneer. Hongkong, 16th August, 1902.

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BANKERS IN THE STATE OF THE STA

3 EVAN ORMISTON, Acting Manager. Hongkong, lat April: 1902 / 1 V. in free as to Fried Productions of the water in

WNERS of HOUSES attracted in the Eastern Division of the City of Victoria and the Eastern Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law. are reminded that the period during which the work should be finished sudget the Sign day of August 1802 and the Santhery Board being convinced of the necessity of CLEANLINESS. in the effects to STAME OUT FLAGUE, is determined to RIGOROUSLY PROSECUTE any Owner in default after the above named

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and condensed in every possible member con Taken (Territorian Complete of the Complete of

The CHRONICLE and DIRECTORY.

then the printed insmaller type their formerly

[ALL RIGHTS RESERVED.] SPORT AND ANECDOTE.

BY AN OLD FOGEY.

CAPTAIN MCCALMONT. A London daily newspaper, which is usually Hopetoun, who resigned his position owing to the fact that this regal position entailed greater demands upon his purse than he felt justified in meeting, having due regard to his family. It is impossible that such a point can weigh with Colonel McCalmont, who is a man of almost fabulous wealth, but Ithe point is that, if the story be true, one sportsman would succeed another as the titular head of the new Commonweath-of a country which is not only bound to us by bonds of sport and pastime of many kinds. Colonel McCalmont is a man in sympathy with the Turf, and cricket and football field, and he is a devotee of yachting, so that the loyal community in the land of the Southern Cross would be indeed gratified to have such a typical English gentleman as the representative of our good sporting monarch, King Edward VII. I was much amused when I saw the anuouncement, because there was a very curious addendum in one of the daily journals. This ran: " But his greatest distinction, perhaps, is winning the Derby with Islaglass." The winning of the Derby is truly a great achievement, but I fail to see that this is a qualification or even a recommondation for the exalted and responsible effice of Governor-General Australia. It is a personal triumph in a man's life, and undoubtedly Col. McCalmont is the only living man likely to obtain much kudos out of the circumstance, for Jewitt, the trainer, is dead, and Captain Machell, who managed the stable, has also joined the ever increasing majority, while Tommy Lostes, who rode the here at Epsom, has retired from the pigrkin, although still young, hale, and hearty. But series of accidents quite shattered the nerves of Tommy Loutes, one of the nicest little gentlemen who ever handled a horse. However, let us glance at the career of Colonel McCalmont, particularly as a sportsman. Harry Leslio Blundell McCalmont, C.B., M.P., was born in 1861, being the sidest son of Mr. H. B. B. McCalmont, a barrister-at-law, but his family, generally supposed to be Irish, are really Scottish. They were driven from Scot land as Covenanters, and settled on an estate near Belfast. As I have said, his father was a barrister, who practiced in London, but the enoris not a real live lord? mone wealth of the new Governor of Australia did not descend from father to son. His father had two uncles, Robert and Hugh, who were stockbrokers. They conducted a prosperous business for more than half a century, and then the elder, Robert, died. He was a childless widower, and bequeathed his accumulated wealth to Hugh. Now Mr. Hugh McCalmont never married, and he left all his fortune, generall set down at four millions, in trust for his greatnephew, but he was not to inherit this colossa sum until he was 32. Now he attained that age on May 30th, 1893, the day before Isingless car ried off the Derby from Ravenebury, Rucburn. and others. A fortune of £4,000,000 and a vic tory in the Derby by the sid of the horse of the

be envied even by a king. But of Isinglass, still in the land of the living, more anon. AN ALL-BOUND SPORTSMAN. Mr. McCalmont was born on the day that Col. Townley's Kettledram won the Derby. He was educated at Eton, being in the house of Mr. Hale. Whilst there he played a great deal of Association football and assisted greatly i some notable victories for his house team. But even more than that, he was for two years in the Eton football eleven, being contemporary with Mr. P. J. de Paravicini, the cricketer, Mr. W. Bromley Davenport, M.P., Mr. H. W. Bain. bridge, Mr. G. C. Bourne, and others, who have made their name in the world. Mr. McCalmont was a hard-worker and a beavy charger. Bu the hardy game of winter was not his only recreation, for he was also a wet-bob, and was the stroke-our of an Etonoight which gained a glorious victory at the great Henley Royal Regatta. But even with all his devotion to outdoor sport, was a clever young man, as he not only worked his way into the sixth form of Eton College, but passed all his military examinations whilst he was there. This is quite unusual, and he was consequently gazetted while at Eton to the 6th Foot. Transferred to the Scots Guards, he remained with that regiment until he retired from the service in 1899, but he afterwards joined a battalion of the Warwickshire Militie, of which he became the commanding officer. Moreover, he took his regiment out to South Africa, and was very useful during the war with the Boers. Eince 1895 he ha represented the Newmarket division of Cambridgeshire, a seat he won from Sir George Newnes, so that quite spart from his success as a sportsman, he has rendered public service to his country ever since the days he joined the Eton he took away with him his love for football, and he it was who suggested and founded the Army Football Association. Moreover he ing weight bade him forfeit the rough joys of football and the stern work of rowing, But then he took to coaching, and while he was in the Scots Guards he was associated with the Lord Winchester who was killed in the Boer War, Lord Wiltshire, Col Clitheroe, and Col. Stracey in the Brighton coach, while afterwards he ran a coach from probably suggested to him by his visits to his

country residence of Bishopswood near the

beautiful old world town of Rom At was about

Victorian Era were two presents, which might

this time towards the end of the cighties that | and fifty minutes, on June 8th, 1888. At the very accurate in its intelligence concerning him to the outspoken disgust of the lady who between 10 n.m. and 1 56.10 p.m. Turning Society, announced the other day that Colonel made a scarlet jacket her livery. With Timothy, round and starting back, the Cellar was reached Harry McCalmont, C.B., M.P., had been selected Suspender, who won the Royal Hunt Cup, and at 5.50 p.m. The time was indeed extraordinary by the Government, as the Governor-General Isinglass, who was only once beaten and that by when we remember the changing of teams of Australia, in succession to the Earl of Racburn, to whom he was endeavouring to But this was tremendous strains on his broken concede 10lbs., Mr. McCalmont laid the foundation of a brilliant career on the Turf. This we need not trace minutely, but as showing what s lottery breeding and racing are, let me tell you that Deadlock, the dam of Isinglass, was as old Wenlock mare to which Captain Machell took a fancy. She was drawing cart on a farm when the astute captain found her and bought her for 19 sovs. She was mated with Isonomy and sold peopled by our kilk and kin, but which is also the following year with her foal at foot, a colt called Islington, to Mr. McCalmont for £50). In 1889 her new owner sent Deadlock again to Leonomy, and the produce was Isinglass, in private a lazy borse who would never stretch himself out and liked to be galloped on tan. But in public, on a racecourse, one never know really how good he was. As a twoyear-old Isinglass won £4,577, as a three-yearold £18.560, as a four-year-old all the three "ten-thousand-pounders," making £31,498, and as a four-year-old £2,520. This gives a total of £57,455; or £2,300 10s. more than Donovan. horse which ever trod the turf has won so much money as Isinglass, so that after all it is, perhaps, Mr. McCalmont's greatest claim to distinction, although Flying Fox might have passed even this total had his engagements not been null and void owing to the death of the late Duke of Westminster. Mr. McCalmont was once the owner of the famous steam yacht Giralda, which he sailed and steamed nearly 40,000 miles, but he sold the vessel, if I remember aright, to the Spanish Government, that "we were most of us rather drunk. As the owner of Cheveley Park, Newmarket, he is the ground landlord of much of the Jockey Club's Estate, and has there, in the very heart barbarous days. I note, too, that Lord Byron of flat-racing, done his utmost to encourage | bowled one J. Kaye for seven. Byrou was steeplochasing during the winter months. He particularly foud of cricket, despite his clubis a great rearer of phessants, and favours the foot, and we often find allusions to the battue form of shooting. On his Newmarket estate 6,000 pheasants have been brought down in one season, and evey head given away-as

is a member of the most exclusive clubs in the

world, viz., the Jockey Club, and the Royal

borough House set. What could Australia

wish for more than such a sportsman, even if he

THE CHARM OF COACHING.

The brief allusion I have made to the love of

coaching possessed by Col. McCalmont serves to remind one of the joy and sport to be had by a | Yes," cricket's manly toil" has never been forgentleman who has the means to equip and the gotten. What a great tribute then to the time to drive his own four-in-hand. There are | English continuity of custom and the never few more splendid spectacles in London than ending sequence of our sport is the game bethe meets of the Coaching and the Four-in-Hand | tween Eton and Harrow. The greatest amateurs Clubs at Hyde Park. The beauty of the well- of the last hundred years have taken part in matched teams harnessed to faultless equipages blazing with the light and gay colours of ladies who are bedecked with the triumphs of the modiste and the milliner combine to present a nicture which for summation, symmetry, and wealth of tint and tone it is indeed difficult to surpass, but after all these meets in a London park followed by a drive to the Crystal Palace for dinner are merely Society functions, and certainly aterestyped in their character. The sport of coaching is to drive through the country pibill, and down dale, viewing the smiling landscape from the box seat with the four ribbons in one's left hand, the right being free to apply the brake, to salute a lady, and to use the whip if need be. After all a whip will not make a horse get to his collar. To get the most out of a coach-horse as out of a racehorse a man wants "hands," that is to say the hands of sympathy which a horse realises so well. With these some men could drive a team with reins made of thin silk. Of course any man can drive good horses, but it requires an artist to tool a team of bad horses, and to control and humour the excitable equine. Here again is the sport of coaching. A friend of mine, who is an old Etonian, takes great delight in driving a proprietary coach some ninety-six miles a day for about five months in the year. He spent £400 on a coach modelled upon those of the good old times and he keeps about fifty horses to do this journey day by day-seven times a week. But with his variety of horses and passengers, the changes in our climate, and the incidents of the road, he finds his hobby just as entertaining to himself and to others as the constant daily practice of cricket for four months. After al one is sometimes to think, and to ask ones self the utility of so much cricket. But coaching has both a practical and a sporting side. It is a means of locomotion and enables us to realise how our fathers travelled and saw the country while there is plenty of pastime and recreation, to say nothing of hard work in driving. Coaching to me is delightful, and I know few more thrilling experiences than to sit behind a noble and willing four who will stretch themselves out 6th Foot. But when young McCalmont left up a gradual hill for a mile, especially if the coach is well-built and so nicely balanced that one rides with comfort. There are plenty of four-in hand coach drives in England, and if perchance a reader desires an agreeable change. and a soupcon of sport, let him bargain for a seat on the box near the driver. Of course, coaching like everything else can be everdode. There never was such a said example as this as in the death of poor Jim Selby, the handsome Tunbridge Wells auctioneer, who took to driving. for Lord Bective and Colonel Hathorne. From the rostrum to the box was a rise in the world. Ross to Mosmonth and Abergavenny, a project and Selby became the first whip of the day. But he insisted on driving the Old Times couch from The White Horse Cellars, London, to Brighton and back 107 miles in seven hours'

Mr. McCalmont came under the the influence of Ascof meeting of 1888, a wager was laid of \$1,000 Captain Machell, and acquired a few racehorses, 1 to £500 that this journey could not be done in He was always fortunate, and having bought eight hours. Travelling at an average of Timothy from the Downger Duchess of thirteen miles an hour, and sometimes at twenty. Montrose, well known as "Mr. Manton," he won | Selby reached the Old Ship Hotel, Brighton, in the Ageot Cup and the Alexandra Plate with 3hrs 50sees, the journey having been done health. He won the wager in June, but he was dead in Docember. Nature is recoperative if she be given a chance, but Selby simply drove himself to death. Selby made coaching business. I have been writing of it as a sport and recreation.

THE BATTLE OF ETON AND HABROW, Not even the cricket match between Oxford and Cambridge has the magnetic attraction for Society possessed by the annual game between the schools of Eton and Harrow, which was concluded up at Lord's last Saturday. The first match between the Gentlemen and the Players was decided on the original Lord's ground in Dorset Square in 1806, while the series between Oxford and Cambridge was commenced at Lord's in June, 1827, but I bid you all mark the fact that Eton and Harrow first came into conflict on the tented field of cricket in 1805, also at old Lord's in Dorset Square, so the schoolboys of England set an example which the representative cricketers of the country and the two great sister universities were glad to follow. But it is believed that there were several matches between the Etoniaus and the Harrovians prior to 1805, although the scores were not preserved. In the Harrow eleven of that year I find the name of Lord Byron, who was caught in the first innings for seven and bowled in the second for two. Harrow only scored 55 and 56, and Eton, with 122, won by an innings and two runs. Perhaps the smallness of the Harrow scores is explained by the remark in one of Lord Byron's letter's How I got home after the play God knows." At any rate we have improved since those game in the letters of his younger days. When he resided at his country house at Southwell in Notice we read of his shouldering a but and becomes a man of his means. Mr. McCalmont | going to practice on the field where the two brothers Tinley and John Jackson learned to bowl. The great poet had his faults we all know, Yacht Squadron, and is quite one of Mari- but never forget he wrote the famous lines :-

> Yet when confinement's lingering hour was: Our sports, our studies, and our souls were

Together we impelled the flying ball, Together joined in cricket's manly toil,

these games, always excepting the one and only-W. G. Grace, the "free gift of Asture" as Carlyle's phrase rans, for he needed no more schooling for cricket than Shakespeare for his playwriting. But of late years Eton have had sorry time, worse even than the Gentlemen against the Players, for the amateurs did win in 1898, but the Etonians have to go back to 1894 for their last win against the Harrovians.

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CHINA AND JAPAN FOR 1902.

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Meetr. A. S. WATSON & Co., Amoy: Mesers. A. S. WATSON & Co., Foothow. The "DATER PERSO" OFFICE, Honghoug, and at the London Office: 131. Fleet Street Hongkong, 26th November, 1901.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked at the Kowloon Wharf his, together with the number denoting the section.

1. From Green Island to the Harbour Muster's 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLAG & RIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED.
		والمستقير بربي بالجرا				
		Brit. str	2 m.	***************************************	BUTTERFIELD & SWIRE	Pe-mofrow.
NDON & ANTWERP	T PDB Without to the bull to the beat to t	1 179 14 man				On or short 90th inst
NUON & ANTWERP	BENGLOE	Dutt ste	2 m.	Potter C. L. Daniel	P. & O. B. N. Co.	On 20th inst at Noon
NJ ON, &C., VIA PORTS OF CALL	CHUSAN	Brit. str	± 114.	and the state of t	Burnaman wine of the Catalogue	On Oth Santamban
NDON	ANTENOB.		4 7 4	**************	BUTTERVIELD & SWIRE	
NUON	DARDANUS			*************	BUTTEBFIELD & SWILE	
NDON		Brit. str	-		Buttervield & Swiff	
NDON	JARON	Brit. str			BUTTERFIELD & SWIRE	
ERPOOL DIRECT		Brit. str		in in the second	BUTTERFIELD & SWIRE	
RSEILLES & LONDON	CANTON	Brit. str.	Daniel.	C.F.Lockstone, B.N.B.	P. & O. B. N. Co.	
RSEILLES, LONDON, & ANTWERPY. S'PORE, &C	TAMBA MARU	Jap. str		J. W: Wale	NIPPON YURAN KAIRHA	On 23rd inst., at Dayligh
REFILLES. &c., VIA POLITS OF CALL	POLYRESIEN	T**		Chevalier	Messaguries Maritimes	On 25th inst., at 1 P.M.
RECIDIED, OU., VIA TORTS OF CALL	BENVORLICH	D.J4 .4	_	R. W. Thomson		On or about 28th inst.
NOA. LONDON & ANTWERP VIA SUEZ CANAL	Damen		2 m.	H. Bleeker	Миссивия & Со.	To-morrow, at Noon.
EMEN, VIA PORTS OF CALL	BAYERN TARKE	A	2 m.	Fuchs		On 28th inst.
VRE, BREMEN & HAMBURG	C. FERD LABILZ	A	2 24.	Mayer		On 10th September.
VRE & HAMBURG	KONIGABERG			Transference	HAMBURG-AMERIKA LINIE	On 24th September.
TREA HAMBURG	BAMBERG	Ger. str.				On 8th October.
VRE & HAMBURG	FREIEURG	Ger. str.	******	Prosch		
VHE & HAMBURG	SILVIA	Ger. str		Bebrens	HAMBURG-AMBRIKA LINIE	On 22nd October.
W YORK YIN SUEZ CANAL	ASAMA	Brit. str.	2 m.	F. F. Bement	SHEWAN, TOMES & Co	To-day.
W YORK YIA PORTS & SUEZ CANAL	LENNOX	Brit. str	· 2 m.	**************	DODWELL & Co., LIMITED	About 23rd inst.
W YORK VIA SUEZ CANAL	INDRANT	Brit. str	-	****************	JARDINE, MATHERON & Co	On 15th September
W YORK VIA SUEZ CANAL	Seneci	Brit. str.	-		STANDARD OIL CO. OF NEW YORK	On or about 18th inst.
W YORK VIA SUEZ GANAL	Grandos	48 84 4 1	-	Selby	McGregor Bros. & Gow	On 13th September.
W YUKK VIA DUEL CANAL	L'ampage of Table		2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. Co	On 27th inst., at Noon.
ACOUVER, VIA SHANGHAI, &c.	The same of the same	To facility	1 2 2	E. Beetham, R.N.R		On 10th September.
NCOUVER, VIA SHANGHAI, &c	TARTAR		4 m.	Dixon	the state of the s	On 23rd inst.
TORIA (B.C.) & TACOMA VIA JAPAN	TACOMA		2 m.	K. Ohno	at a fine to the second	On 25th inst., at 4 P.M.,
CTORIA (B.C.) & SEATTLE VIA SHANGHAL &C	RIOJUN MARU		*	S. J. G. Parsona	NIPPON YUSEN KAISHA	On 8th September, at 4
TORIA (B.C.) & SEATTLE VIA SHANGHAI, &C	IYO MARU	Jap. str.	→ 1	D. U. C. Pursous	DODWELL & Co., LIMITED	On 12th September,
TORIA (BO.) & TACOMA VIA JAPAN	HYADES	Drie ser.	7.	*************************	Donmary L. Assime S. C.	On 13th September.
RTLAND, OREGON	INDRASAMHA	Brit. str.		ire fierenmenflie ein bente	PORTLAND & ASIATIC S.S. Co	
STRALIAN PORTS	THINAN	Brit. str	2 m.	general terreten en ten beibe ber ben ben ben ber	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
EMPATIAN DORMS	KASUGA MARU	Jap. str		H. Fraser	NIPPON YUBEN KAISHA	On 30th inst., at Noon.
KOHAMA & KOBE	NIPPON	Ans, str	-	Klausberger		On 22nd inst., P.M.
KUHAMA, VIA SHANGHAL MOJI & KOBE	CANDIA	Brit. str	_	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
			-	H. Petarsen	NIPPON YUBEN KAISRA	On 29th inst., at Dayligh
BE & YOKOHAMA		Jap. str	-	E. W. Haswell	NIPPON YUBEN KAISHA	On 29th inst., at Noon.
ABAKI, KOBE & YOKOHAMA			le. 10.	G. Dannemann		About 19th inst.
NGHAI NAGASAKI, HIOGO& YOKOHAMA	CHINARDS INDOOR		-	K. Sobajima		On 23rd inst.
NGHAI VIA PORTS	KEELUNG MAEU	to Ti I	_	A. L. Valentini	P. & O. S. N. Co.	On or about 30th inst.
ANGHAI		F3 *4 . 4	2 m.			man in
HPO & SHANGHAL	WOOSUNG	Brit. str.		Witness		
MSUL VIA SWATOW & AMOY	DAIGI MARU	Jap. str	I m.	T. Kitano		On 20th inst.
DING THE SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1.01"	T. Saito	MITSUI BUSSAN KAISHA	
OCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str	1. m.	G. Sakano	MITSUI BUSSAN KAISHA	
UY & SHANGHAI	SHANSI:	Brit. str	_	***************************************	BUTTERFIELD & SWIRE	On zord mst.
ATOW AMOV & FOOGHOW	HAITAN MARKET CONTRACTOR	Drit. Str	2 h.	Roach-	DOUGLAS LAPRAIK & Co.	To-day, at Moon.
ILO (DIRECT)	T DE LA RAMA	Amr. str	2 m.	F. Such	HIJOS DE LA RAMA	On 21st inst., at Noon.
TTT A	YUEVBANG	Brit. str	-	P. H. Rolfe	JAEDINE, MATHESON & CO	To-day, at Noon.
NILA	ROBETTA MARU	Jap. str.	3 10.	Tate	MITSUI BUSSAN, KAISHA	To-day, at Noon.
NILA			2 10	R. Rodger	SHEWAN, TOMES & CO.	On 21st inst., at 4 P.M.
NITA	DIAMANTE		2 m.	*** **********************************		On 23rd inst.
TT. A	SUNGKIANG	ADEAD, Blefe	4. 114.	R. W. Almond	SHEWAN, TOMES & Co	On 26th inst. at 4 P.M.
NITA	ItuBl	Brit. str	3		JAEDINE, MATHESON & Co	On 21st inst., at 3 P.M.
GAPORE PENANG & CALCULTA	LAIBAFG	Drit str	2 m,	E. J. Tadd	Diam Agranta The mana Co	
GAPORE, SAMARANG & SOURABAYA	BARELSBERG	Brit. str	_	Reeckmann	EAST ASIATIC TRADING CO	On 23rd inst., at Noon.

SHIPPING.

ARHIVALS.

Aug. 17. PHRA CHULA (HOM KLAO, German str., 1 015, F. Bohn, Bangkok 9th August, Rice and Wood .- BUTTERFILD & SWIBE. Aug. 17, Kowlot N. German str., 1,487, H. Stehr, Yangtsze ports 14th August, General, -Sirmssen & Co.

Aug. 17, Phonto, German str., 632, H. Grandt, Newchwang 10th Aug., General .- SIEMS. BEN & Co. Aug. 18, Asama, British str., 2,671, F. F.

Hement, Amoy 16th August, General -SHEWAN, TOMES & Co. Aug. 18, BAYERN, German str., 3,128, H. Bleeker, Yokoi ama 9th August, General.

-MEIGHRES & Co. Aug. 18. CROWN OF ARRAGON, British str., 1.474, G. Dorward, Foochow 16th August, Ten. - GILMAN & Co.

Aug. 18. Hug, French str., 704, Godinau, Haiphong and Kwangehauwan 17th Aug., tieneral, A. R. MARTY. Aug. 18. Quanta, German steumer, 1,146, H Johannen, Bungkok 11th August, Rice. -

Aug. 18, TOLDENSKJOLD, Norw. str., 738, L. Bruhn, Bangkok 10th August, Rice .-S. NDER, WIELER & Co. Aug. 18, YUHNAN, British str., 1,206, Wm. Beason, Newchwang vice Chefoo and Amoy

16th August, General, BUTTERFIELD

CLEARANCES. AT THE HABITOUR MASTER'S OFFICE. Istle August. Apping, Chinese str., for Shanghai. Carl Diederichagn, German str., for Hollow. Changehow. British str., for Amoy. Deuteros, German str., for Swatow. Emma Lughen, German str., for Swatow. Lowloon, German str., for Canton. Kapuilin, British str., for Conton:

Pronto, German str , for Canton Thules, British str., for Swatow. Yunan, British str., for Canton. Zwir, Austrian str., for Moji. DEPARTURES. .

.17th August. UGANDA, British transport, for Taku. 18th August. Anging, Chinese str., for Shanghai. Kowloon, German str., for Canton KWEILIN, British atr., for Canton MIKE MARU, Jupanese str., for Bombay, Pronto, German str., for Canton. RINALDO, British sloop, for a cruise. THALES, British str., for Swatow. Yunnan, British str., for Canton.

> VESSELS IN DOCK. 18th August

ARKRDEEN DOCKS .-KO * LOON DOCKS .- Zofiro, Solent, Tingsang, Paz, Chimshan, H.M.S. Wivern, Sorsogon. COBMOPOLITAN DOCK .- Marie Jebsen, Sabine Rickmers.

SHIPPING REPORTS. The German steamer Kowloon, from Yangtaze ports 14th inst., had moderate S.W. monsoon The British steamer Asuma, from Amoy 16th inst, experienced fine weather throughout, light airs and calms.

The British steamer Crown of Arragon, from Fouchew 16th inst., had moderate S.W. monsoon and fine, clear weather throughout. On the 17th August at 7 p.m., spoke English mail Parrametta, off Lamock Island, from Hongkong for the North.

BERTH VESSEL ON THE IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAL NAGASAKI, HIOGO AND YOKOHAMA. FITHE Imperial German Mail Steamship.

"PRINZESS IRENE!" OF THE NORDBUTSCHER LLOYD. Captain E. Dannemann, due here with the outward German Mail about TUESDAY, the 19th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO.,

Hongkong, 18th August, 1902.

BERTH THE VESSELS ON



TOYO KISEN KAISHA, (ORIENTAL, S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA THE Company's well-known Steamship

"ROSETTA MARU," 3.876 Tons.

Captain Tate, will be despatched for MANILA TO-DAY, the 19th inst., at Noon. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed Electric Light. Doctor and Stewardess carried

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Prince's Buildings, Ice House Street,

Hongkong, 9th August, 1902. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

FITHE Company's Steamship _YUENSANG." Captain P. H. Rolfe, will be despatched as above TO-DAY, the 1-th inst., at Noon. This Steamer has superior accommodation for First-class Passengers and is litted through- by the Company, and their appointments and Cuisins are unexcelled. out with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 14th August, 1902. "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

"BENGLOE."

Captain Potter, will be despatched as above on or about WEDNESDAY, the 20th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 8th August, 1902. REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE PROPOSED SAILINGS FROM HONGKONG. About 18th August. For Freight and further information apply to STANDARD OIL COMPANY OF

NEW YORK. Oriental Shipping Department, Hongkong, 13th August, 1902. FOR ILOILO (DIRECT).

THE Steamship

"I DE LA RAMA," Captain F. Such, will be despatched as above | V on THURSDAY, the 21st inst., at Noon. This Steamer has superior accommodation for

with Electric Light. For Freight or Passage, apply to HIJOS DE I DE LA RAMA, 12. Besconsfield Aroude, 1st Floor. Hougkong, 15th August, 1902. INDO-CHINA STEAM NAVIGATION

FOR SINGAPORE, PENANG AND CALCUITA THE Company's Steamship

COMPANY, LIMITED.

LAIBANG," Captain E. J. Tadd, will be despatched as above on THURSDAY, 21st inst., at 8 PM. For Freight or Pussege, apply to JARDINE, MATHEBON & CO. General Managera Hongkong, 14th August, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY SPEED. SAFETY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). * EMPRESS OF INDIA"...Comdr. O. P. Marsball, B.N.R. WEDNESDAY, 27th Aug. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.B. WEDNESDAY,24th Sept R.M.S. "EMPRESS OF CHINA" ... Comur. R. Archibald, R.N.R. .. WEDNESDAY, 22ad Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the royage YOKOHAMA to: VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Grea Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAIL" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in UANADA and the UNITED STATES. In addition to the excellent First Saloon Passen for accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Sceerage Passengers only. The run is usually

made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Polder's Street.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons.	Captain.	Proposed Saihay.
FACOMA 2,811 3,750 SLYNPIA 2857	A. Dixon G. E. Warner J. Truebridge	
Victoria 9,502	T. H. Dobsen	

First Class Passengers, and is fitted throughout PHE attention of Passengers is directed to the very cheap rates offered by this Lize to the with Electric Light.

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED. STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS exerted. Passengers to EUROPE may proceed by one of the First-Class ATLANCIC MAIL LINES HONGKONG TO NEW YORK, ESS

The Railroad travelling is second to none on the American Continent: two trans-continent at trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Moun TAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, ES. The best route to the KLONDYKE GOLD FIRLDS. Frequent Sallings from Victoria and TACOMA to DYEA and St. MICHAEL. Hates of Passage to other Points on application.

A Special Rate allested to members of Government Service.

For further information as to Passage or Freight, apply to

[2194] Hongkong, 19th August, 1902.

DODWELL & CO., LIMITED. General Agenta.

EMANUEL DER GENANDER AND SERVER NORDDBUISCHUR

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to Antwaup, Amstundam, Rottpudam, Cornerhagun Liabon, Oporto, London, Liverrool, Glasgow, Trieste, Gunga, Pours in the Levante, Black Sea and Baltic Pours, Nouth and South American Pours.

PROPOSED SAILINGS FROM HONGKONG.

A Thirty Change in the selection	CONTRACTOR STATES	والمراجعة والمناور والمراجعة والمناجعة والمناجعة والمراجعة والمراج
atramer.	ORBTINATIONS.	
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG	10-000
Capt. Fuclus	(Calling at Singapore and Colombo)	A STANSON STANSON
KUNIGSBERG	HAVRE and HAMBURG	On 10th Sep. Freight and Passengers.
Capt. Mayer	(Calling at Singapore and Penang)	Passengers.
BAMBERG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	
Capt. Kirchnet	(Calling at Singapore and Colombo)	Ou ram cell. stateur.
FREIBURG	HAVRE and HAMBURG	
Capt. Proson	Calling at Singapore and Penang)	On Sth Oct. Freight.
	HAVRE and HAMBURG	
Capt. Behrens	(Calling at Singapore and Colombo)	JUR 2200 Uct. Frei gat.
For Further Parties		

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, OCCUPANT OF THE PROPERTY OF T

	SIDAM MAYIGA		distant to a the city on his	81117
FOR	STEAMERS		REMARKS	
	5. 4 1 6 3 4		"大大司马及"	TO LEAD TO STATE A
MARSEILLES and	C. F. Lockstone, E.N.R.	Noon, 22nd	Freight of Page	
YOKOHAMA, VIA	C. F. LIDCKHTOHS, E.N.R.			
SHANGHAT,		About Dans		To the table
MOJI and KOBE	J. D. Andrews, B.N.R.	August	Freight only,	CIVATSUA
(Passing through the Inland Sea)			Bearing the State of the State	
LONDON, &c	CHUSAN	Noon 30th	S. D. O. J. T. W.	
10112011	C. L. Daniel	and the state of t		
GYVANGYVAT	BENGAL	About 80th	son latal main	the state of the s
SHANGHAI	A. L. Valentini	Angust	Freight or Pass	ng-
For further	Particulars, apply to		Now were	
	中国中国研究的		A CHIDWODI	
Wandlana 1911 Am	2000			rintendent,

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

Hongkong, 18th August, 1902

STEAMERS.

1	PROJECTED SAIL	ings from hongkong—subject	TO ALTERATION
	TAMBA MARU		SATURDAY, 23rd August at Daylight,
	RIOJUN MARU	VICTORIA, B.C., and BEATTLE U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday 25th Angust
	H. Peterson	KOBE and YOKOHAMA	
	KUMANO MABU	(NAGASAKI, KOBE and YOKO.)	A STRICK OUT OF STREET
	Kasuga Maru H. Fraser	HAMA (SYDNEY and MELBOURNE VIA THURSDAY ISLAND, TOWNS, VILLE and BRISBANE (VICTORIA, B.C., and SEATTLE)	SITURDIY. 30th August st Noon:
	S. J. G. Parsons	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th Sept.
	United States, Canada, an	ickets and Bills of Lading issued for the od Europe, in connection with the GREAT N	ORTHORN RAILWAY ADO
1	For further informs	ion as to Freight Passage Soilings to	

Local Branch Office at Prince's Building First Floor, Chater Road. A. S. MIHARA, Manager,

IMPERIAL GERMAN MAIL.

DIND. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SHEZ. PORT

SAID. NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, LEGAL LONDON, NEW YORK, BOSTON, BALTIMORE, NEW OBLEANS, GALVESTON AND SOUTH AMERICAN PORTS

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGARE N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLAC & IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

SATLING DATES.

20th August BAYERN ... WEDNESDAY KONIG ALBERT ... THURSDAY 4th September PRINZESS IRENE 18th September ... THURSDAY PRINZ REGENT LUITPOLD lat Cerober Lati Cerober ... WEDNESDAY ... WEDNESDAY Pris Elginber 12m Milyfinder. 20m November 20m December * HAMBURG MEDNESDAY SACHBEN ... WEUNESDAY GERA WEDNESDAY * KIAUTSCHOU... WEDNESDAY Tell Ferminal BAYERN ... WEDNESDAY KONIG ALBERT WEDNESDAY PRINZESS IRENE WEDNESDAY DARMSTADT WEDNESDAY PREUSSEN WEDNESDAY WEDNESDAY * HAMBURG

* Steamers of the Hamburg-Amerika Linie.

Hangkong, 16th August, 1802.

ON WEDNESDAY, the 20th day of August, 1902 at Noon, the Spanish BALLERN." of the NORDDEUTSCHEE LLOYD, Captain H. Beker, with MAILS, PARSELLERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAS LEGAND GENCE. Shipping Orders will be granted till Noon on Monday, the Billinst., Carro and Specie will be received on Board until 5 P.M. on Tugsbay, the 19th inter, and Parcel will be received at the Agency's Office until Noon on Tu usuar, the 19th inst Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Postor and Stewartlesses. Linen can be washed on board.

NORDDEUTSCHER TLEED For further Particulars, apply to MELCHERS & CO. ADVAN

Hongkong, 12th August, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS BEAVING. EUNIDAYA 24115 - Angust TAMSUL VIA SWATOW "DAIGI MARU AND AMOY T. KITANO TAMSUL, VIA SWATOW DAIDENMART AND AMOY T. OGLTA ANPING, YIA SWATOW MAIDZURU MARC Was by can large and AND AMOY D. Sairo PCOCHOW, VIASWATOW "ANDING MART AND AMOY The Co. s new Steamers are specially designed for the coast trade of South China and Formess, and are fitted with all modern improvements. Excellent accommodation is provided G. SAKANO

for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails subject to periodical inspection by the Government Marine Surveyors and are registered the highest class at Llovi's.

Steamers will go alonguide the Co.s Pontoon at the Castons water-from passines at Tamsui to land all passengers and cargo.

OCATA SHOBER KATSHA COLLEGE For Freight, Passage, and further information applying. THE MUNICIPAL BUSINESS IN THE STATE OF THE S

vessels on the berth COMPANY PYERHUS On 20th August On 28th August. GLASGOW and LIVERPOOL DIOMED. GLASGOW and LIVERPOOL. On 3rd Bentember. NESTOR" On 13th September. GLASGOW and LIVERPOOL. GLASGOW and LIVERPOOL .. On 18th September. GLASGOW and LIVERPOOL ... "KAISOW' On 18th September. GLASGOW and CIVERPOOL ... "ACHILLES" On 25th September. HOMEWARDS. STEAMERS TO BATL LONDON and ANTWERP "TELEMACHUS" On 20th August On of th September, DARDANUS On 16th September. LONDON DIOMED' On 30th September. On 14th October "JASON" LIVERPOOL (Taking Cargo at London Rates) On 20th September. For Freight, apply to BUTTERFIELD & SWIRE, Hongkong. 13th August, 1902. ACENTS, O. S. S. CO. CHINA NAVIGATION DEMENDAD. The attention of Passengers is directed to the superior accommodation offered by these + Taking Cargo on through bills of lading to all Yangtere and Northern China Ports.

MOR.	RTMAMPRA	TO BAIL.
	9 WOOSUNG"	On 19th August.
MANILA	"SUNGKIANG"	On 23rd Angust.
	"SHANSI"	On 23rd August:
PORT DARWIN, THURSDAY		
ISLAND. COOKTOWN, CAIRNS, I		* *
TOWNSVILLE, BRISBANE, 5 .1	"TSINAN"	On 23rd Aug. at 4 P.M.
SYDNEY MELBOURNE and		
ADELAIDE	was west	
		A second

steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried; Taking Cargo and Passengers at through rates for New Zenland Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS. Hongkong, 19th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAL INLAND PORTLAND, OREGON SEA OF TAPAR, MOST, KOBE & YOROHAMA FOR OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE CAPTAIN STEAMSHIP Hongkong.

"INDRASAMHA September - 13, 1902 Through Bills of Lading assued to Pacific Coast Points and all Eastern, Canadian and United States Points, For through rates of Freight and further information, communicate with or apply to

Hongkong, 14th August, 1902.

"THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. TITHE Company's Steamship

"DIAKANTE," Captain R. Rodger, will be despatched for the above port, on THUESDAY, the 2ist inst., at

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric

.. For Freight or Passage apply to SHEWAN, TOMES & CO., General Managers.

Hebgiong. 16th August, 1902

AUSTRIAN LEGYD'S STEAM NAVI GATION COMPANY:

STEAM TO YOKOHANA AND KOBE. THE Company's Steamship "NIPPON."

Captain Klausberger, will le ve for the above places on FRIDAY, the 22nd inst., P.M. This Steamer has capital accommodation for Passengers, Electric Light, and carries a

Doctor. For Freight or Passage supply to SANDER WILLES & CO. we wente Princes Building Hongkong, 14th August, 1962.

CHINA NAVIGATION CO.: LD HONGRONG TO SYDNEY AND MEEBOURNE

VIA USUAL AUSTRALIAN PORTS OF AVERAGE TRACTH OF YORAGE TO SYDNEY

REDECED HATCHE DESCRIPTION OF Which can be obtained for applications to the re-Understreet.

"TSINAN LANGE DE 23rd August.
"CHANGSHA", 2nd September. , 2nd September. "CHINGTU" TAIYUAR 24 24th October.

Superior accommodation smidships. Electric Light throughout . Fitted with Refrigerators which ensures fresh supply of Ice and Provi-sions during the entire royage. Duly qualified European Surgeons carried

BUTTEBEJEED & SWIRE ALERT CHINA NAVIGATION Co., LD. Hongkong, 1st August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW

YORK. VIA PORTE AND SUEZ CANAL (WITH LIBERTY TO CALL AT PRILIPPINE

Ports),

PROPOSED SAILINGS FROM HONGKONG. "LENNOX" About 23rd Aug. "HEATHBURN" 31st Aug. 10th Sept. 20th Sept. "AFRIDI" HILLGLEN "RICHHOND CASTLE"... W LOTHIAN? To follow. "LOWTHER CASTER" To follow: For Ereight and further a formation, apply to tion, apply to DODWING ACCOUNTS AND A

Hongkong, 16th Appost 2502

TREMONT" 9,606 17th December. Through Bills of Lading issued to Pacific to rent. Coast Points and to the Principal Cities in the United States and Canada. For Rates of Freight and further informa-DODWELL & CO. LD. General Agents.

ALLAN CAMERON, GENERAL AGENT. COMPAGNIE DES MESSAGERIES

> PAQUEBOTS-POSTE FRANCAIS. NOTICE.

MARITIMES.

STEAM FOR SAIGON. SINGAPORE, BATAVIA COLOMBO, PONDICHERRY, MADRAS CALCUTTA, DJIBOUTI, EGYPT. MARSEILLES, MEDITERBANEAN

AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, A LEO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th Angust, 1902, at P.M., the Company's Steamship POLYNESIEN," Captain Chevalier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call. WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Londop as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 24th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DR CHAMPEAUX,

Hongkong, 15th August, 1902. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSLAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

Captain C. L. Daniel, carrying His Majesty's any case whatever. Mails, will be despatched from this for Bombay, on SATURDAY, the 30th August, at Noon,

taking passengers and cargo for the above Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be obtained within ten days of the vessel's arrival transhipped at Colombo into a steamer proceed- here, after which no claims will be recognised. ing direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed via

Bombay WITH transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to Superintendent.

Hongkong, 18th August, 1902. BOSTON STEAMSHIP CO.

PROPOSED BAILINGS FROM HONGKONG, VIA MOJI KOBE AND YOKOHAMA.

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHEEN PACIFIC RAILWAY CO.

Sailing. Tons. Steamship. HYADES" 12th September. 'LYRA" 4th October. SHAWMUT" 23rd October

GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SHIEZ CANAL. THE Steamship

"GLENBOY. Captain Selby, will be desputched an above BATURDAY, the 13th September, 1902. For Freight, apply to MCGREGOR BROS & GOW

UNITED STATES AND CHINA JAPAN S.S. LINE REGULAR MONTHLY SERVICE

Hongkeng. 4th August, 1902.

FROM JAPAN, CHINA, HONGKONG AND SINGAPORE. TO NEW YORK (YIA-SUEZ CANAL). THE following Steamers will be desputched as above at monthly intervals, carrying Cargo at current rates :-

PROPOSED SATISTICS FROM HONOKONG. 8.8. " INDRANI" 15th Sept., 1902. 8.8. "INDRAWADI" ... - Oct., 1902. For Freight and further information, apply to JARDINE, MATHESON & CO., 1280

NATAL LINE OF STEAMERS.

TITHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STIAK NAVISATION Co.'s fortnightly service hence to CALCUTEA. Sailings, from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED. deneral Agents for China and Japan. Hongkoug, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

NONSIGNEES per Company's Steamer

"PROMETHEUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consigness risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agenta.

Hongkong, 15th August, 1902. AUSTRIAN LLOYD'S STEAM NAVIGA.

TION COMPANY. NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Company's Steamship

"CHINA! having arrived, Consiguees of Cargo are hereby informed that their Goods are being landed at

their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited. whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before

Noon, on the 22nd of August, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22ud of August, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELFR & CO. Agents. Hongkong, 15th August, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA." FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:--From London &c., ex s.s. Himaloya. From Australia, ex s.s. Oce. ma.

From Persian Gulf. ex ss. Pemba and Optional Goods will be landed here unlessnstructions are given to the contrary before

2 P.M. To-DAY, the 15th inst. Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be

E. A. HEWETT. Superintendent Hongkong, 15th August, 1902.

FROM HAMBURG, BREMEN. ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG."

Captain Kirchner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless

notice to the contrary be given before 5 P.M., TO-DAY, the 13th inst. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharfard Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject All broken, shafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 20th inst, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 13th August, 1902.

HONGKONG.

STRAMBER. Arpold Luyken, German str., 1,075, Paysen Aug. 14, E. A. Trading Co. Asama, British steamer, 2.671, Bement, Aug. 19 Shewan, Tomes & Co Bavern. German str., 3,128, Bleeker, Aug. 18, Melchers & Co Binh Thuan, French str., I,094, True, Aug. 13

Chinese Bjorn, Norw. str., 722, Christensen, Aug. 16, Carlowits & Co. Braemar, British str., 3.216, Watt, July 11, Dodwall & Co., Limited Buen Vinje, American str., 275, Ross, July 8, A Order

Carl Diederichsen, German str., 774, Hausen Aug. 16, Johan & Co Changchew, British str., I,203, Pearce, Aug. 11 Butterfield & Swire

Changaba, British atr., 1,463, Moore, Aug 16, Butterfield & Swire China, Austrian str., 3,855, Mosca, Aug. 15, Sander, Wieler & Co Chiyuen, Chinese str., 1,211, Sleeman, Aug. 16,

Chawfe, German str., 1,055, Kohler, Aug. 14, Butterfield & Swire Chwashan, British str., 1,282, Sinclair, Aug. 8, Bradley & Co Crown of Arragon, British str., 1,474, Dorward, Aug 18, Gilman & Co

Deuteros, German str., 1,001, Frahm, Aug. 10, Siemssen & Co Diamante, British etr., 1,254, Rodger, Aug. 15, Shewan, Tomes & Co. Domingo de Lacringa, Brit. str., 2,651, Hudson, Aug. 11, Dodwell & Co., Limited

Dorie, British steamer, 4,975, Smith, Aug. 16, 0. & 0. B. N. Co Emma Luyken, Ger. str., 1,152, Martens, Aug. 13. East Asiatic Trading Co Eros, Norwegian str., 709, Rantz. Aug. 14,

Chinesa Fausang, British str., 1,410, Payne, Aug. 17, Jardine, Matheson & Co Haitan, British str., 1,183, Roach, Aug. 17, Douglas Lapraik & Co Hue, French steamer, 764, Godinan, Aug. 18, A. R. Marty

Indrapura, British str., 3,152, Hollingsworth, Aug. 11, Allen Cameron de la Rama, Amr. str., 650, Buch, Aug. 3, Kowloon, German str., 1,495, Stehr, Aug. 17, But derfield & Swire Kweilin, British str., 1,108, McIntosh, Aug. 17,

Butterfield & Swire Lairang, British etr., 2,225, Young, Ang. 1. Jardine. Matheson & Co Machew, German str., 995, Hayes, Aug. 7. Melchers & Co Maidzuru Marn. Japanese str., 667, Saito, Aug. 16, Mitsui Bussan Kaisha

Marie Jebsen, Ger. str., 1,771, Hemmet, July 22, Jebsen & Co Nanshan, Brit. str., 1,299. Morehouse, Aug. 6, Bradley & Co Pakehan, British str., 1,235, Reid, May 28, Bradley & Co

Pax, Belgian steamer, 1,207, Rankin, Aug. 3 Melchers & Co Progress, German str., 682, Meyer, Aug. 17. Siemssen & Co Pronto, German str., 632, Grandt, Aug. 17, Siemssen & Co

Quang-Nam, French str., 693, Martino, Aug. 16. Chin se Quarta, German str., 1,146, Johannson, Aug. 18. Riojun Maru, Jap. str., 2,972, Ohno, Aug. 16, Nippou Yusen Kaisha

Rosetta Maru, Jap. str., 2,406, Tate, Aug. 17, Miteui Bussan Kaisha Sungkiang, British str., 1,021, Outerbridge, Aug. 17, Butterfield & Swire Tacoma, British str., 1,689, Diron, Aug. 7, Dodwell & Co., Limited

Skuld, Norwegian str., 914, Berbem, Aug. 16, Taisang, British str., 1,544, Bradley, Aug. 14, Jardine, Matheson & Co Theodor Will!, German str., 3,369, Mayerhof, Aug. 16, Jelisen & Col

Tingsang, British str., 1,045, Sawer, July 30, Jardine, Matheson & Co-Tordenskjold, Norw. str., 736, Bruhn, Aug. 18, Sander. Wieler & Co Tsintau, German str., 1,002, Koch, Aug. 10, Butterfield & Swire Victoria, Swedish str., 989, Hellberg, Aug. 7.

Chinese Woosung, British str., 1,109, Dowson, Aug. 12, Butterfield & Swire Yiksang, British str., 1.835, Bowker, Aug. 14, "Jandine. Mutheson & Co Yuensang, British str. 1.128, Rolfe, Aug. 7. Jardine, Matheson & Co. Yunnan, British str., 1.206, Benson, Aug. 18, Butterfield & Swire Zafire, British str., 1,611, Ramsay, July 11,

Shewan, Tomes & o Zvir, Austrian str., 2,103, Randic, Aug. 10. Order BAILING VESSELS.

Adolph Obiig, Amr. bge . 1,006, Amesbury, May 30, Standard Oil Co Allas, American ship 1,352, McKay, July 14, Standard Oil Co Comet, British barque, 3,000, Davis, April 28, Chinesa

Grosvenor, British barque, 516, Boga, June 13, Hamburg, Britih barque, 1,649, Caldwell, June 19. Siemasen & Co. Kelat, British sbip, 1,822, Hugbes, July 23, Kriembild, Norw. sbip. 995, Iversen, June 13, Sander. Wieler & Co Manual Llaguno, Amr. ship, 1,468, Nicholis,

July 31, Standard Oil Co Vale of Doon, Sarawak barque, 669, Petersen, July 1, Sinder, Wieler & Co Willscott, Amr. barque, 1,805, Macloon, Aug. 8, Standard Oil Co

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON. Alacrity, despatch-boat, 1,700 tons, 10 guns,

3,000 h.p., Comdr. S. E. Erskins, at Weihaiwei Albien, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits .. Amphitrite, 1st class craiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai Argonant, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R. N., at Weihaiwei Blanhaim, Ist.class craiser, 9,000 tons, 12 guas, 21,411 h.p., Capt. F. G. Stopford, at Wei-

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leaks, at Sinho Britomart, gunbout, 710 tons, 6 guns, 1,300 h.p., Liout. Comdr. Thes. D. Pratt, on Yangters Crossy, oruleer, 12,000 tons, 14 guns. 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei Edipse, cruiser, 5,600 tens, 11 guns, Captain Stokes, at Weihaiwei

Espiegle, guabout, 1,070 tone, 10 guns, Comdr. Ernest G. Berton, Behring See

Fame, torpede-boat destroyer. 360 tans, o grans 5.700 h.p., Capt. Colin Macken de. D.S.O. at Weihaiwei

Fearless, orniser, 443 tons 12 guns, Cant. J. Graham, on Yangtese Firebrand, ganboat, 455 tons, 4 guns, 360 h.p., in r Barro

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p. Captain A. W. Carter, s. Welhaiwel Goliath, battleship, 12,950 tons, 10 gara, 13,500 h.p., Capt. F. H. Henderson, C.M.G., at

Handy, torpede-boat destroyer. 260 tons, 6 guns, 4,000 h.p., in reserve Hart, torpedo-best destroyer. 260 tons, 6 gure, 4,000 h.p., Lieut-Comdr. G. C. Hardy at Weihaisrei

Humber, storeship, 1,640 tons, Comdr. John D. Daintree, at Hongkong Janus, torpedo-boat destroyer, 280 tons, 6 guns, · 3,900 f.p., in reserve

Kinsha, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangteze Moorhen, river gunbost, 180 tons. 2 guns. Lieut Comdr. G. G. Webster, West River Mutine, sloop, 980 tons, 10 gans, Comde, C. W. M. Plenderleath, on Yangteze.

Ocean, battleship, 12.950 tons, 16 gans, 13,500 1.h.p., Captain Richard W. White, at Weihaiwei Otter, torpedo-boat destroyer, 350 tons, in

Phonix, sloop, 1,015 tons, 6 gans, 1,400 h.p., Comdr. W. H. Nicholson, at Hakodate Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangters Rambler, surveying ship, 583 tons. Capt. Morris H. Smyth, at Taku

Rincido, sloop, 980 tons, Comdr. D. St. Aubyn Wake, st Hongkong Robin, river gunboat. 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John i'. Irven, at Hongkong

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p. Comdr. A. W. Hamilton, on Yangteza Sandpiper, river gunbout, 85 tons, 2 gnns, 240 Lp., Lieut. Comdr. Mu ray MacG. Lock. hart, West River

Snipe, river gun-boat, 85 tome, 2 guns; 240 h.p., Lient. Comdr. Ernest W. G. Davidson, on Yangtere Swift, gun-vessel, 756 tons, 6 guns, 876 h.p., in Taku, torpodo-boat destroyer, 250 tons, 6 gans,

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lowis Bayley, at Weilmiwei Tamer, receiving ship, 4,60 tons, Grans, Jom. modore Robinson, A D.O., at Hongkong Teal, river gunboat, 180 tone, 2 guns, Lieut. Comdr. R. W. Dalgety, at Shanghai Tweed, gunbost, 362 tous, 3 guns, 200 h.p.,

5,600 h.p., in reserve

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Act.-Comdr. Louis J. MacHutchin, at Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. E. C. Hardy, at Weibniwei Whiting, torpede-boat destroyer, 360 tons, 6 guns,

5,900 h.p., Lieut.-Comdr. C. P. Mausel, at Wivern, coast defence ship, armoured, 2,750 tons. 4 guns, 1,000 h.p., in reserve, at Hongkong Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E. Chilcott. on

Yangtese

Lieut. Comdr. Hugh G. C. Somerville, on Yangtsze FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Woodcock, gauboat, 150 tons, 2 gans, 550 hp.,

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vsivolojsky, at Yokohama Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Guinter, at Vladivostock Alouette, French cruiser, 300, Lieut. Aoum

Belloy, at Shanghai Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Saigon Annapolis, 2merican gunboat, 1,000 tons, 10 gans, 177 h.p., Comdr. Karl Robrer, at Aspic French gunboat, 475 tons, 3 guns, 450 h.p.,

Comdr. Journet, at Saigon Buffalo, American cruiser, Capt. Ross, en route Manila Bengali, French gunboat, 580 tons, Lieut. Fitle.

at Pakhoi Bobr, Russian gunboat, 950 tens, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate Brooklyn, American (flagship) armoured cruiser,

Captain C. C. Todd, at Manila Bugeaud, French orniser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Nagaraki Bussard. German cruiser, 1,600 tons, 8 gans, Comdr. von Bassewitz, at Shanghai Chasseloup Laubat, French cruiser, 3,800 tons,

Capt. De Espinay St. Luc, at Saigon Comete. French gunbout, Capt. Louel, in Gulf of Toukin Decidee, French gunboat, 690 tons, 6 guns, Capt. Leemee, at Cuefuo D'Entrecasteaux, French flagship, 8,100 tons,

at Chefoo Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon Dimitri Donakov, Russian armoured crusier, 6,000 tons, 34 guns, 7,000 h.p., Comdr M. van der Sekronff, at Bingapore

14 guns, 13,500 h.p., Capt. D. du Fournet,

Dia Fortuguese gunboat, 728 tone, Capt. P. d'Asevedo, at Macao Don Juan de Austria, American gunbeat, Com. Bowman, at Manila

Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku Friant, French cruiser, 4,000 tons, Capt. Adam. at Nagusski

Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tone, 38 guns, Capt. Friederick, at Yokosaka Guidamak, Russian torpedo-bost, 18 guns, 3,500

h.p., Capt. Serbrenniff, at Port Arthur Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hilbrand, at Nagasaki General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila, Gremiatschy, Russian gunboat, 1,492 tons, 2

guns, 2,500 h.p., Capt. Smirnoff, at Gromoboi, Russian battleship, 12,436 tons, 26 gons, 14,500 h.p., at l'ori Arthur Guichen, French cruiser, 8,20 tons, Capt, De

Hansa, German cruiser. Rear-Admiral Kirch, hoff, 6,800 tons, 20 guns, Capt, Paschen, at Vladivostock

Helenu, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Herthn, German craiser, 6,100 tons, 30 gans, Capt, Darzewsky, at Nagasaki

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour :-

ADOLPH OBBIG. Amr. barque, S. Amesbury. -Standard Oil Co. ALLAS, American ship, McKay. - Standard

KELAT, British ship, John Hughes Onder MANUEL LLAGUNO, American ship, Nicholla.--Stanfard Oil Co.

PIOL8STEEL C Afor Laules PILLS A Remedy for all irregularities.

operación; Butter Apple, Panayroyal, Pil Cochia, --I. S. WATEON & CO., L. T. HONGKONG. HARTIN. Chemist. SOUTHAMPRUS.

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absolutely pure English Oil. Full Directions. All Chemists. Insist on Savaresse's.

BALL and SHOT GUN. A Gun of ordinary weight, shooting shot equal to a Cylinder Gun and conical bullets with the accuracy of an Express Rifle. AN INVALUABLE WEAPON FOR INDIA AND THE COLONIES. Diegram made before the Editor of the "FIELD."



The above is a very creditable performance." -The " Field," March 50, 1896.

ILLUSTRATED CATALOGUE POST FREE. AND SON Lid,

ESTABLISHED 1891

CARBOLIC SOAP an excellent remedy-A pleasant Soap for toilet purposes. In summer for Sore Eyes and Sunburn. Especially valuable in countries infested In winter for Chilbiains and Chapped Hands. At all times for Bruises, Burns, Cuts, Piles, Mosquitoes and other Insects to heal o secure immunity from their bites. Scalds and Skin Ailments generally. Each tablet in metal box.

F. C. CALVERT & Co., Manchester, England.



"FUNAGOYA TANSAN"

Keeps good in any Climate.

BOTTLED AT FUNAGOYA SPRING, KIUSHIU.

> GENERAL AGENTS-HASEGAWA & CO., MOJI, JAPAN.

Pedro de la Croz, R. S. Dunn, Fukushima,

DEPARTED.

Mrs. Lyon, Mrs. Durker, Mrs. Duy and child,

Mrs. E. Antones, Mrs. A. Borges, Mr. and Mrs.

J. M. Allardyce, Measts E. A. Whitney, F. J.

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at Shanghai at 11 p.m. on the 15th iest, and

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THE GERMAN MAILS.

Irone left Singapore on the 15th inst., at 11 a.m.,

THE AMERICAN MAIL. The T.K.K. steamer Nippon Maru from San

Francisco to the 24th ult., via Honolulu, left

Yokohama for this port, via Inland Sea, &c.,

MERCHANT SPEAMERS. The O.S.S. steamer Pyrrhius left Singapore

at 5 p.m. on the 18th inst., and is expected to

The Imperial German mail steamer Prinzess

where she is due to arrive at 8 a.m., to-day.

and may be expected here to-day, p.w.

on the 13th inst, a.m.

arrive at this port to-day.

The C.P.R. steamer Empress of India arrived

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